



Statistical Information

In addition to serving as the labor relations arm of the West Coast maritime industry, and processing payroll and benefits for thousands of longshore workers each week, the Pacific Maritime Association has come to be known as a leading resource for reliable information on the waterfront. The pages that follow contain some of the most requested data sets, detailing cargo movement, the labor force and a host of other maritime issues.

The PMA strives to provide timely, reliable information to many stakeholders, including its members, customers and workforce, as well as public officials, news media and other interested third-parties. Much of the data that follows is supplied by the PMA strategic analysis group, which analyzes trends and works to forecast industry needs and capabilities.

For even more up-to-date information on the movement of cargo at West Coast ports, see the PMA website, www.pmanet.org.



For details on West Coast cargo movement, turn the page.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2005 by category by port. There are six sets of columns: one set for total revenue tonnage and one set for each of the five reporting categories.

Since November, 1989, tonnage has been reported in “Loaded” and “Discharged” categories. Concurrent with that change in reporting, the summaries of the tonnage data which had been traditionally prepared for statistical purposes by “port area” were further divided into individual port summaries.

Ports have been arranged geographically south to north along the coast. Ports along bays or rivers are listed as though the coastline followed the edge of the interior body of water.

TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged

SOUTHERN CALIFORNIA

San Diego	5,306,865	1.6%	12.8%	7.1: 92.9	53,446	0.4%	-6.9%	6.3: 93.7	312,477	3.3%	46.5%	6.1: 93.9
Long Beach	88,388,402	26.4%	13.1%	25.9: 74.1	4,359,432	30.9%	14.5%	24.0: 76.0	1,248,632	13.1%	-25.9%	7.5: 92.5
Los Angeles	98,329,287	29.3%	-1.1%	27.0: 73.0	5,194,340	36.8%	0.1%	25.2: 74.8	3,259,540	34.2%	-23.6%	2.2: 97.8
Port Hueneme	4,606,977	1.4%	14.0%	4.9: 95.1	22,670	0.2%	60.3%	28.4: 71.6	877,448	9.2%	28.7%	11.4: 88.6
AREA TOTAL	196,631,531	58.7%	5.5%	25.4: 74.6	9,629,888	68.2%	6.2%	24.6: 75.4	5,698,097	59.9%	-16.8%	5.0: 95.0

NORTHERN CALIFORNIA

San Francisco	1,382,867	0.4%	-17.6%	0.7: 99.3	96	<0.1%	-99.5%	72.9: 27.1	227,802	2.4%	0.4%	3.8: 96.2
Redwood City	1,144,941	0.3%	22.7%	0.0:100.0	–	–	–	–	–	–	–	–
Oakland	27,822,530	8.3%	12.7%	51.1: 48.9	1,572,922	11.1%	13.2%	50.4: 49.6	36,557	0.4%	-24.6%	78.1: 21.9
Richmond	836,307	0.2%	0.3: 99.7	–	–	–	–	–	–	–	–	–
Crockett	775,471	0.2%	15.7%	0.0:100.0	–	–	–	–	–	–	–	–
Pittsburgh	237,158	0.1%	-20.3%	100.0: 0.0	–	–	–	–	–	–	–	–
Stockton	2,989,139	0.9%	45.0%	12.8: 87.2	35	<0.1%	34.6%	100.0: 0.0	355,423	3.7%	21.2%	39.1: 60.9
Sacramento	556,394	0.2%	12.9%	47.3: 52.7	–	–	–	–	335,124	3.5%	10.3%	46.1: 53.9
Benicia	834,156	0.2%	-27.2%	13.8: 86.2	–	–	–	–	–	–	–	–
Eureka	279,795	0.1%	-22.8%	21.2: 78.8	–	–	–	–	103,837	1.1%	-49.1%	57.2: 42.8
AREA TOTAL	36,858,758	11.0%	11.2%	41.4: 58.6	1,573,053	11.1%	11.6%	50.4: 49.6	1,058,743	11.1%	-4.6%	36.8: 63.2

PACIFIC NORTHWEST: Oregon

Coos Bay, North Bend	2,004,396	0.6%	19.9%	97.6: 2.4	–	–	–	–	25,284	0.3%	-5.5%	100.0: 0.0
Gardiner	–	–	–	–	–	–	–	–	–	–	–	–
Portland	18,733,926	5.6%	-8.0%	67.5: 32.5	124,260	0.9%	-40.1%	50.5: 49.5	974,466	10.2%	3.7%	0.0:100.0
Vancouver, WA	4,101,194	1.2%	-18.3%	76.4: 23.6	93	<0.1%	-25.0%	64.5: 35.5	380,462	4.0%	11.5%	9.0: 91.0
Kalama, WA	9,506,339	2.8%	2.1%	95.7: 4.3	–	–	–	–	411,312	4.3%	-14.6%	0.0:100.0
Longview, WA	2,505,060	0.7%	6.9%	92.7: 7.3	1,704	<0.1%	326.0%	92.1: 7.9	367,462	3.9%	-4.7%	81.3: 18.7
AREA TOTAL	36,850,915	11.0%	-4.8%	79.1: 20.9	126,057	0.9%	-39.4%	51.1: 48.9	2,158,986	22.7%	-0.7%	16.6: 83.4

PACIFIC NORTHWEST: Washington

Aberdeen	793,294	0.2%	48.1%	92.0: 8.0	17	<0.1%	–	94.1: 5.9	19,944	0.2%	10.5%	64.6: 35.4
Olympia	100,839	<0.1%	-51.3%	23.6: 76.4	910	<0.1%	232.1%	0.7: 99.3	65,569	0.7%	-42.9%	9.7: 90.3
Tacoma	34,005,335	10.1%	10.6%	54.0: 46.0	1,385,388	9.8%	15.6%	41.9: 58.1	273,276	2.9%	7.0%	21.7: 78.3
Seattle	29,513,250	8.8%	23.1%	50.0: 50.0	1,393,260	9.9%	22.0%	38.6: 61.4	179,514	1.9%	-8.4%	3.5: 96.5
Everett	169,485	0.1%	527.7%	61.8: 38.2	2,252	<0.1%	595.1%	97.6: 2.4	63,082	0.7%	854.8%	78.2: 21.8
Anacortes	278,342	0.1%	-10.5%	99.9: 0.1	–	–	–	–	420	<0.1%	–	30.0: 70.0
Bellingham	–	–	–	–	–	–	–	–	–	–	–	–
AREA TOTAL	64,860,545	19.3%	16.2%	52.8: 47.2	2,781,827	19.7%	18.8%	40.3: 59.7	601,805	6.3%	1.8%	22.3: 77.7
COAST TOTAL	335,201,749	100.0%	6.8%	38.4: 61.6	14,110,825	100.0%	8.3%	30.8: 69.2	9,517,631	100.0%	-11.2%	12.3: 87.7

Revenue Tonnage Loaded and Discharged by Port, CONTINUED

LUMBER & LOGS				AUTOMOBILES AND TRUCKS				BULK CARGO			
Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged

SOUTHERN CALIFORNIA

San Diego	114,573	6.6%	2.3%	0.0:100.0	2,569,111	11.9%	15.9%	9.1: 90.9	1,402,122	2.2%	18.3%	4.9: 95.1
Long Beach	232,536	13.4%	-11.6%	0.0:100.0	4,446,608	20.6%	17.8%	0.4: 99.6	8,350,282	13.4%	8.1%	59.9: 40.1
Los Angeles	13,647	0.8%	1272.9%	0.0:100.0	2,186,946	10.1%	-18.5%	25.0: 75.0	4,565,374	7.3%	9.1%	79.6: 20.4
Port Hueneme	–	–	–	–	3,201,172	14.8%	7.3%	0.5: 99.5	142,967	0.2%	4.6%	0.0:100.0
AREA TOTAL	360,756	20.8%	-4.1%	0.0:100.0	12,403,837	57.5%	6.4%	6.6: 93.4	14,460,745	23.1%	9.3%	60.2: 39.8

NORTHERN CALIFORNIA

–	–	–		–	–			1,153,433	1.8%	6.2%	0.0:100.0	San Francisco
–	–	–		–	–			1,144,941	1.8%	22.7%	0.0:100.0	Redwood City
–	–			1,046,299	4.8%	3.7%	66.0: 34.0	–		–		Oakland
–	–			836,307	3.9%	3.2%	0.3: 99.7	–		–		Richmond
–	–	–		–	–	–		775,471	1.2%	15.7%	0.0:100.0	Crockett
–	–	–		–	–	–		237,158	0.4%	-20.3%	100.0: 0.0	Pittsburgh
–	–			–	–	–		2,633,121	4.2%	48.9%	9.2: 90.8	Stockton
10,124	0.6%	-34.1%	0.0:100.0	–	–	–		211,146	0.3%	21.9%	51.5: 48.5	Sacramento
–	–			695,965	3.2%	-33.8%	0.0:100.0	138,191	0.2%	58.1%	83.3: 16.7	Benicia
134,849	7.8%	-14.8%	0.0:100.0	–	–	–		41,109	0.1%	–	0.0:100.0	Eureka
144,973	8.4%	-19.4%	0.0:100.0	2,578,571	11.9%	-10.7%	26.9: 73.1	6,334,570	10.1%	26.3%	11.1: 88.9	AREA TOTAL

PACIFIC NORTHWEST: Oregon

99,183	5.7%	-14.2%	52.0: 48.0	–	–		1,879,929	3.0%	22.9%	100.0: 0.0	North Bend/Coos Bay	
–		–		–	–		–		–		Gardiner/Reedsport	
28,292	1.6%	49.1%	0.0:100.0	4,010,992	18.6%	-1.5%	0.2: 99.8	11,607,756	18.6%	-1.7%	99.6: 0.4	Portland
67,683	3.9%	-0.6%	7.0: 93.0	484,301	2.2%	-11.0%	0.0:100.0	3,167,167	5.1%	-22.1%	97.7: 2.3	Vancouver, WA
–		–		–	–			9,095,027	14.6%	3.1%	100.0: 0.0	Kalama
641,059	37.0%	-6.9%	99.0: 1.0	–	–			1,467,571	2.3%	16.2%	92.7: 7.3	Longview, WA
836,217	48.3%	-6.1%	82.6: 17.4	4,495,293	20.8%	-2.6%	0.2: 99.8	27,217,450	43.6%	-1.0%	99.2: 0.8	AREA TOTAL

PACIFIC NORTHWEST: Washington

173,678	10.0%	-6.7%	67.4: 32.6	–	–			599,383	1.0%	80.8%	100.0: 0.0	Aberdeen
17,320	1.0%	-77.3%	100.0: 0.0	–	–			2,480	<0.1%	-78.5%	0.0:100.0	Olympia
192,916	11.1%	16.4%	69.0: 31.0	2,007,498	9.3%	-13.9%	17.7: 82.3	7,980,049	12.8%	4.9%	99.6: 0.4	Tacoma
–	–	–		92,221	0.4%	29.3%	52.2: 47.8	5,556,095	8.9%	29.3%	100.0: 0.0	Seattle
5,230	0.3%	-64.9%	100.0: 0.0	12,935	0.1%	–	98.1: 1.9	49,954	0.1%	–	0.0:100.0	Everett
–	–	–		–	–			277,922	0.4%	-10.1%	100.0: 0.0	Anacortes
–	–	–		–	–			–	–	–		Bellingham/Blaine
389,144	22.5%	-12.9%	70.1: 29.9	2,112,654	9.8%	-12.0%	19.7: 80.3	14,465,883	23.2%	14.9%	99.4: 0.6	AREA TOTAL
1,731,090	100.0%	-8.6%	55.7: 44.3	21,590,355	100.0%	0.1%	9.0: 91.0	62,478,648	100.0%	7.1%	81.3: 18.7	COAST TOTAL

Container Box Counts

In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48, and 53 foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: Loaded and Empty. Loaded containers include assessable, those containing cargo exempt from assessments, auto-bearing containers, and transshipped containers.

2005

Box Length:

20 Feet

40 Feet

45 Feet

All Box Lengths

Discharged

Loaded

Total

Discharged

Loaded

Total

Discharged

Loaded

Total

Discharged

Loaded

Total

% of Port

TEUs

Long Beach

Cargo Bearing

Empty

TOTAL

Los Angeles

Cargo Bearing

Empty

TOTAL

Oakland

Cargo Bearing

Empty

TOTAL

Portland

Cargo Bearing

Empty

TOTAL

Tacoma

Cargo Bearing

Empty

TOTAL

Seattle

Cargo Bearing

Empty

TOTAL

All Others

Cargo Bearing

Empty

TOTAL

COAST TOTALS

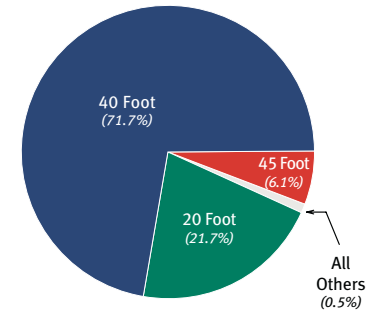
Cargo Bearing

Empty

TOTAL

% of Total

2005 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

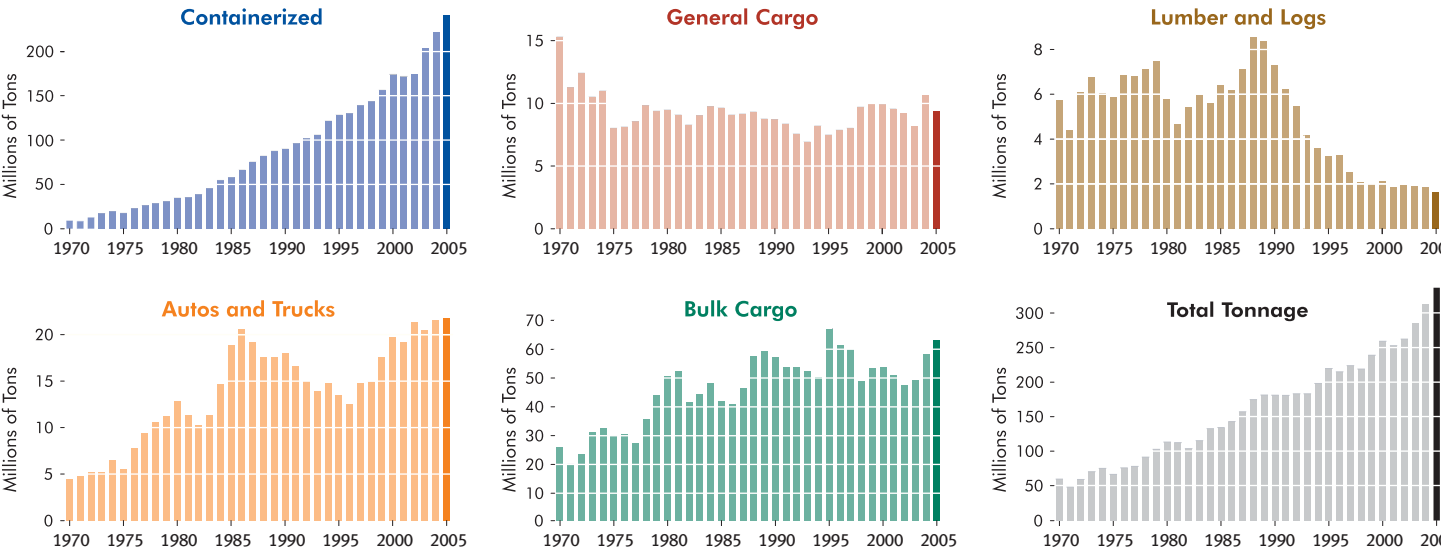
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell to cell and cell-dock-cell lifts. A cell to cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs when a container is moved off a vessel, placed on the dock so that other cargo may be moved, and then the container is restowed onto the vessel. A cell to cell move counts as one lift, and a cell-dock-cell move as two lifts. Approximately 1 overstay/rehandle lift has been reported for every 100 containers reported.

2005	Cell to Cell	Cell-Dock-Cell
Long Beach	190	22,180
Los Angeles	218	10,388
Port Hueneme	17	0
San Diego	0	160
So. Calif. Total	425	32,728
Oakland	121	8,082
No. Calif. Total	121	8,082
Portland	37	1,294
Tacoma	41	5,248
Seattle	44	14,542
Washington Total	85	19,790
Coast Total	668	61,894

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1973 is shown below. Beginning in 1984 containerized cargo was no longer reported as revenue tonnage, but was reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition that each TEU contains on average 17 revenue tons. The percent that each tonnage sector represents of the total for each year is shown in the column to the right of the revenue tonnage.

Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
1973	17,286,133	24.4%	10,542,056	14.9%	6,771,119	9.5%	5,302,086	7.5%	31,053,499	43.8%	70,954,893
1974	19,645,497	26.0%	11,022,499	14.6%	6,045,637	8.0%	6,502,908	8.6%	32,320,845	42.8%	75,537,386
1975	17,826,596	26.6%	8,033,396	12.0%	5,901,839	8.8%	5,561,014	8.3%	29,645,689	44.3%	66,968,534
1976	23,221,682	30.4%	8,134,498	10.7%	6,877,271	9.0%	7,828,243	10.3%	30,228,242	39.6%	76,289,936
1977	26,414,368	33.6%	8,563,580	10.9%	6,805,138	8.7%	9,457,329	12.0%	27,330,016	34.8%	78,570,431
1978	28,819,244	31.3%	9,844,671	10.7%	7,116,000	7.7%	10,571,245	11.5%	35,622,335	38.7%	91,973,495
1979	31,004,124	30.1%	9,402,025	9.1%	7,512,088	7.3%	11,243,783	10.9%	43,973,689	42.6%	103,135,709
1980	34,961,122	30.8%	9,485,736	8.3%	5,778,206	5.1%	12,889,020	11.3%	50,568,290	44.5%	113,682,374
1981	35,285,833	31.2%	9,101,434	8.1%	4,663,983	4.1%	11,361,442	10.1%	52,547,465	46.5%	112,960,157
1982	38,698,403	37.1%	8,297,299	8.0%	5,428,609	5.2%	10,298,415	9.9%	41,483,760	39.8%	104,206,486
1983	45,429,483	39.2%	9,047,558	7.8%	5,981,043	5.2%	11,317,759	9.8%	44,204,444	38.1%	115,980,287
1984	54,865,052	41.2%	9,756,682	7.3%	5,636,415	4.2%	14,731,180	11.1%	48,293,596	36.2%	133,282,925
1985	57,766,646	42.8%	9,674,183	7.2%	6,438,557	4.8%	18,849,314	14.0%	42,106,859	31.2%	134,835,559
1986	66,718,404	46.5%	9,094,687	6.3%	6,178,052	4.3%	20,642,032	14.4%	40,777,087	28.4%	143,410,262
1987	75,658,551	48.0%	9,185,331	5.8%	7,153,443	4.5%	19,209,803	12.2%	46,483,967	29.5%	157,691,095
1988	82,177,507	46.9%	9,348,783	5.3%	8,568,982	4.9%	17,657,367	10.1%	57,635,530	32.9%	175,388,169
1989	87,685,303	48.2%	8,783,588	4.8%	8,370,546	4.6%	17,591,459	9.7%	59,506,199	32.7%	181,937,095
1990	90,273,077	49.7%	8,725,931	4.8%	7,328,202	4.0%	17,981,501	9.9%	57,355,691	31.6%	181,664,402
1991	96,273,125	53.1%	8,384,586	4.6%	6,225,273	3.4%	16,692,545	9.2%	53,881,933	29.7%	181,457,462
1992	101,978,206	55.5%	7,591,757	4.1%	5,489,640	3.0%	15,063,006	8.2%	53,699,428	29.2%	183,822,037
1993	106,219,196	57.9%	6,954,623	3.8%	4,167,694	2.3%	13,915,249	7.6%	52,344,375	28.5%	183,601,137
1994	121,870,484	61.3%	8,216,857	4.1%	3,609,270	1.8%	14,770,607	7.4%	50,305,273	25.3%	198,772,491
1995	128,775,816	58.5%	7,510,216	3.4%	3,251,827	1.5%	13,530,428	6.1%	67,172,576	30.5%	220,240,863
1996	130,286,300	60.4%	7,879,062	3.7%	3,304,565	1.5%	12,611,072	5.8%	61,600,326	28.6%	215,681,325
1997	139,362,736	62.0%	8,032,536	3.6%	2,523,657	1.1%	14,761,793	6.6%	59,934,309	26.7%	224,615,031
1998	143,548,068	65.4%	9,719,501	4.4%	2,071,769	0.9%	14,944,308	6.8%	49,101,074	22.4%	219,384,720
1999	156,545,401	65.3%	10,010,412	4.2%	2,005,755	0.8%	17,570,694	7.3%	53,456,900	22.3%	239,589,162
2000	174,037,823	67.0%	9,953,279	3.8%	2,116,780	0.8%	19,720,596	7.6%	53,874,796	20.7%	259,703,274
2001	171,727,013	67.8%	9,596,293	3.8%	1,851,419	0.7%	19,288,262	7.6%	50,914,801	20.1%	253,377,788
2002	183,991,918	69.9%	9,136,577	3.5%	1,941,063	0.7%	21,095,589	8.0%	46,955,465	17.8%	263,120,612
2003	202,703,172	71.4%	8,360,951	2.9%	1,932,002	0.7%	20,416,810	7.2%	50,324,864	17.7%	283,737,799
2004	221,497,794	70.5%	10,719,788	3.4%	1,893,398	0.6%	21,562,960	6.9%	58,318,911	18.6%	313,992,851
2005	239,884,025	71.6%	9,517,631	2.8%	1,731,090	0.5%	21,590,355	6.4%	62,478,648	18.6%	335,201,749



Coast Revenue Tonnage Market Share

In the table below, the column labeled “Percent of Coast”represents the cargo tonnage as a percent of the coast total for that sector. This percentage represents what is commonly referred to as “market share.” The six major ports listed below handled 88.5% of the total coast tonnage in 2005 and 99.4% of the containerized cargo.

The **Port Total** tonnage includes container tonnage. Container TEUs are converted to tonnage by multiplying the number of TEUs by 17 tons.

For each of the six major ports and for **All Other Ports**, the number of assessable container TEUs and the revenue tonnage reported in each of the other four cargo sectors are shown for each year since 2001.

	2005		2004		2003		2002		2001	
	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast
LONG BEACH										
Container TEUs	4,359,432	30.9%	3,807,274	29.2%	3,138,513	26.3%	3,265,213	30.2%	3,338,632	33.1%
General Cargo	1,248,632	13.1%	1,685,976	15.7%	1,553,750	18.6%	1,433,486	15.7%	1,906,338	19.9%
Lumber & Logs	232,536	13.4%	263,137	13.9%	229,683	11.9%	198,647	10.2%	187,719	10.1%
Autos & Trucks	4,446,608	20.6%	3,774,108	17.5%	3,171,592	15.5%	3,422,961	16.2%	3,140,650	16.3%
Bulk Cargo	8,350,282	13.4%	7,724,198	13.2%	7,269,307	14.4%	7,251,011	15.4%	6,347,283	12.5%
Port Total	88,388,402	26.4%	78,171,077	24.9%	65,579,053	23.1%	67,814,726	25.8%	68,338,734	27.0%
LOS ANGELES										
Container TEUs	5,194,340	36.8%	5,191,337	39.8%	5,119,570	42.9%	4,239,230	39.2%	3,643,162	36.1%
General Cargo	3,259,540	34.2%	4,263,772	39.8%	2,797,226	33.5%	3,443,311	37.7%	3,046,750	31.7%
Lumber & Logs	13,647	0.8%	994	0.1%	—	0.0%	—	0.0%	—	0.0%
Autos & Trucks	2,186,946	10.1%	2,683,435	12.4%	3,929,364	19.2%	3,281,326	15.6%	2,585,306	13.4%
Bulk Cargo	4,565,374	7.3%	4,183,133	7.2%	4,657,878	9.3%	5,624,351	12.0%	6,454,034	12.7%
Port Total	98,329,287	29.3%	99,384,063	31.7%	98,417,158	34.7%	84,415,898	32.1%	74,019,844	29.2%
OAKLAND										
Container TEUs	1,572,922	11.1%	1,389,530	10.7%	1,269,046	10.6%	1,152,619	10.6%	1,125,471	11.1%
General Cargo	36,557	0.4%	48,468	0.5%	38,395	0.5%	97,242	1.1%	500,548	5.2%
Lumber & Logs	—	0.0%	—	0.0%	—	0.0%	—	0.0%	1,283	0.1%
Autos & Trucks	1,046,299	4.8%	1,009,305	4.7%	862,431	4.2%	738,609	3.5%	778,691	4.0%
Bulk Cargo	—	0.0%	—	0.0%	—	0.0%	—	0.0%	66,306	0.1%
Port Total	27,822,530	8.3%	24,679,783	7.9%	22,474,608	7.9%	20,430,374	7.8%	20,479,835	8.1%
PORTLAND										
Container TEUs	124,260	0.9%	207,394	1.6%	217,008	1.8%	188,027	1.7%	210,707	2.1%
General Cargo	974,466	10.2%	939,661	8.8%	642,693	7.7%	777,088	8.5%	779,342	8.1%
Lumber & Logs	21,690	1.3%	15,847	0.8%	31,140	1.6%	65,706	3.4%	52,099	2.8%
Autos & Trucks	4,010,992	18.6%	4,071,128	18.9%	4,099,823	20.1%	4,418,520	20.9%	3,834,877	19.9%
Bulk Cargo	11,607,756	18.6%	11,804,563	20.2%	10,532,545	20.9%	8,993,185	19.2%	9,890,487	19.4%
Port Total	18,727,324	5.6%	20,356,897	6.5%	18,995,337	6.7%	17,450,958	6.6%	18,138,824	7.2%
TACOMA										
Container TEUs	1,385,388	9.8%	1,198,948	9.2%	1,144,634	9.6%	984,691	9.1%	869,347	8.6%
General Cargo	273,276	2.9%	255,379	2.4%	231,974	2.8%	215,120	2.4%	197,341	2.1%
Lumber & Logs	192,916	11.1%	165,779	8.8%	184,753	9.6%	240,780	12.4%	259,388	14.0%
Autos & Trucks	2,007,498	9.3%	2,330,438	10.8%	2,320,213	11.4%	2,596,336	12.3%	2,355,211	12.2%
Bulk Cargo	7,980,049	12.8%	7,604,111	13.0%	5,397,966	10.7%	4,469,982	9.5%	5,470,830	10.7%
Port Total	34,005,335	10.1%	30,737,823	9.8%	27,593,684	9.7%	24,261,965	9.2%	23,061,669	9.1%
SEATTLE										
Container TEUs	1,393,260	9.9%	1,141,796	8.8%	948,193	8.0%	949,859	8.8%	877,441	8.7%
General Cargo	179,514	1.9%	196,052	1.8%	120,212	1.4%	145,518	1.6%	175,323	1.8%
Lumber & Logs	—	0.0%	353	0.0%	3,314	0.2%	2,754	0.1%	4,384	0.2%
Autos & Trucks	92,221	0.4%	71,326	0.3%	85,680	0.4%	94,546	0.4%	461,399	2.4%
Bulk Cargo	5,556,095	8.9%	4,297,061	7.4%	3,487,000	6.9%	1,848,218	3.9%	2,982,183	5.9%
Port Total	29,513,250	8.8%	23,975,324	7.6%	19,815,487	7.0%	18,238,639	6.9%	18,539,786	7.3%
ALL OTHER PORTS										
Container TEUs	81,223	0.6%	93,003	0.7%	86,752	0.7%	43,415	0.4%	36,829	0.4%
General Cargo	3,545,646	37.3%	3,330,480	31.1%	2,976,701	35.6%	3,024,812	33.1%	2,990,651	31.2%
Lumber & Logs	1,270,301	73.4%	1,447,288	76.4%	1,483,112	76.8%	1,433,176	73.8%	1,346,546	72.7%
Autos & Trucks	7,799,791	36.1%	7,623,220	35.4%	5,947,707	29.1%	6,543,291	31.0%	6,132,128	31.8%
Bulk Cargo	24,419,092	39.1%	22,705,845	38.9%	18,980,168	37.7%	18,768,718	40.0%	19,703,678	38.7%
Port Total	38,415,621	11.5%	36,687,884	11.7%	30,862,472	10.9%	30,508,052	11.6%	30,799,096	12.2%
COAST TOTALS										
Container TEUs	14,110,825		13,029,282		11,923,716		10,823,054		10,101,589	
General Cargo	9,517,631		10,719,788		8,360,951		9,136,577		9,596,293	
Lumber & Logs	1,731,090		1,893,398		1,932,002		1,941,063		1,851,419	
Autos & Trucks	21,590,355		21,562,960		20,416,810		21,095,589		19,288,262	
Bulk Cargo	62,478,648		58,318,911		50,324,864		46,955,465		50,914,801	
Coast Total	335,201,749		313,992,851		283,737,799		263,120,612		253,377,788	



Average Annual Earnings

The table below shows the average annual earnings of Class “A” longshore and clerk registrants and of walking bosses/foremen. The data include hours paid, holiday pay, vacation pay, pay for travel hours, and taxable travel-related meals, fares and lodging. The earnings data do NOT include Pay Guarantee Plan (PGP) payments; taxable mileage; and nontaxable travel-related meals, fares, and lodging. Data for Class "B" registrants are NOT included.

The first three columns, identified as **1 or More Hours**, shows the number of registrants paid one or more hours and their corresponding average annual hours and average annual earnings.

The **% of Registrants** column shows the percent of the total number of registrants who were paid hours equal to or greater than the number of hours under the hours heading. Each succeeding hours group includes an increasingly smaller percentage of the respective work force as the minimum number of hours paid is incremented in 400 hour units.

Four pairs of columns follow showing the percent of registrants and average earnings for those registrants paid 1,600 or more hours, 2,000 or more hours, 2,400 or more hours, and 2,800 or more hours.

The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

The **Average Hours** column shows the average numbers of hours paid to those registrants who were paid 2,800 or more hours.

Year	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
	Number Paid	Average Hours	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Hours	Average Earnings

CLASS “A” LONGSHORE REGISTRANTS

1996	5,105	1,907	68,842	68.4	83,115	49.7	90,545	24.3	101,165	9.7	3,112	115,081
1997	5,280	1,988	75,880	71.4	89,812	53.7	96,865	30.1	107,130	11.6	3,158	123,042
1998*	5,695	2,029	79,135	72.6	93,766	56.1	100,921	33.8	111,765	14.8	3,178	126,573
1999	5,977	2,013	79,767	72.2	94,256	55.1	101,554	32.5	111,958	13.3	3,158	127,192
2000	6,291	2,076	84,113	74.9	97,899	58.0	105,278	35.1	116,300	15.3	3,194	131,869
2001	6,463	2,006	82,895	71.7	98,585	53.8	106,883	31.8	118,613	13.8	3,208	135,379
2002	6,628	1,973	83,116	70.4	99,662	53.0	107,781	30.3	119,825	13.0	3,165	135,548
2003	6,676	2,066	89,484	72.3	106,520	55.2	115,591	36.2	127,084	19.1	3,196	141,058
2004 *	7,170	2,119	\$93,369	75.4	\$109,031	59.7	\$117,343	40.0	\$129,448	23.0	3,243	\$142,876
2005	7,070	2,123	\$96,332	73.5	\$114,219	57.5	\$123,464	39.0	\$135,658	22.4	3,243	\$149,550

CLASS “A” CLERKS

1996	1,373	2,558	96,430	90.3	102,030	82.0	105,196	63.3	111,685	37.9	3,226	122,447
1997	1,449	2,489	104,526	90.8	109,827	80.3	113,808	59.4	121,122	31.8	3,167	133,731
1998*	1,537	2,590	111,139	91.2	116,598	83.5	119,879	66.4	126,000	38.6	3,223	138,330
1999	1,500	2,610	113,879	91.9	119,064	84.0	122,466	67.7	128,317	40.5	3,222	140,212
2000	1,558	2,685	118,982	92.1	124,390	84.4	128,058	69.2	134,495	45.4	3,300	145,960
2001	1,583	2,662	118,844	91.7	124,563	83.3	128,421	67.5	135,258	44.0	3,302	147,046
2002	1,568	2,633	119,404	90.1	126,593	80.9	131,131	65.9	138,209	44.0	3,308	149,351
2003	1,529	2,719	124,519	90.4	131,860	82.1	136,340	68.0	143,343	50.2	3,356	152,586
2004 *	1,578	2,713	\$125,880	89.5	\$134,234	81.4	\$138,996	70.3	\$144,885	51.8	3,421	\$154,710
2005	1,877	2,629	\$124,333	87.4	\$134,584	77.3	\$140,582	64.1	\$148,240	45.4	3,372	\$159,739

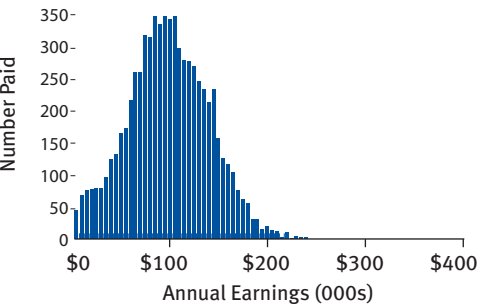
WALKING BOSSES/FOREMEN

1996	531	2,731	129,611	91.9	136,195	87.0	139,034	75.3	144,286	48.6	3,271	155,759
1997	562	3,006	139,703	93.4	145,834	89.1	148,477	79.5	153,191	62.3	3,532	161,426
1998*	577	3,174	150,194	94.3	155,880	89.4	159,256	81.8	164,005	67.1	3,687	171,957
1999	554	3,125	150,286	91.9	158,438	88.6	160,832	82.7	164,283	70.0	3,603	170,881
2000	618	3,282	160,452	95.6	165,149	93.0	167,122	84.1	172,585	73.0	3,702	178,640
2001	616	3,130	157,352	93.8	163,609	89.6	166,508	80.4	171,928	66.1	3,638	179,754
2002	591	3,088	158,507	92.6	166,296	86.5	170,975	76.1	177,447	64.5	3,671	184,565
2003	556	3,317	182,965	93.5	191,454	89.7	194,843	83.3	199,894	69.1	3,871	210,609
2004 *	605	3,205	\$177,654	94.5	\$184,032	91.7	\$186,573	84.8	\$191,268	72.7	3,697	\$198,771
2005	654	3,180	\$181,217	94.0	\$188,789	89.8	\$192,463	82.3	\$197,930	70.9	3,650	\$205,018

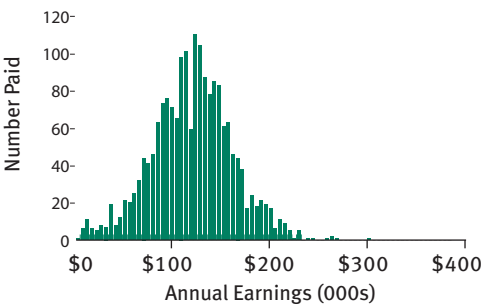
*Data for 1998 and 2004 have been annualized to 52 weeks to allow comparison with other years. These years are 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2005 ANNUAL EARNINGS (grouped in \$5,000 increments)

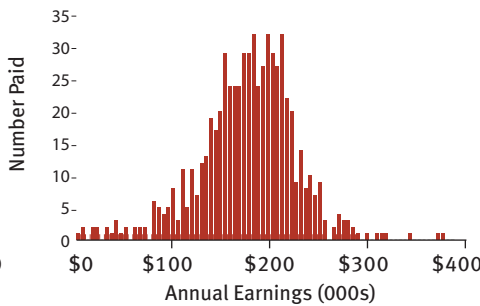
Class "A" Longshore Registrants



Class "A" Clerks**



Walking Bosses/Foremen**



**One Class A clerk and seven walking bosses/foremen made over \$300,000 in 2005.

Registered Work Force by Local

The information below shows average hours and earnings averages for those members of the locals who (1) were active for the full payroll year and (2) were paid for one or more hours during the payroll year. The average ages of working registrants is also shown.

No. Registered is the active registration count at the end of the payroll year.

Number Working shows the total number of registrants paid for one or more hours.

Average Hours Paid is the average of all hours paid at any occupation code.

Average Days Of shows the average days of vacation, paid holidays, and PGP (1 day = 1/5 of one week).

Average Total Income shows pay for hours paid; vacation pay; holiday pay; PGP; and taxable and non-taxable travel-related meals, fares, lodging, and mileage for all Class "A" and Class "B" registrants combined.

Average Age represents the age of members at the end of the year.

Percent of Working Registrants by Hours Paid shows the percentage of those working registrants whose total paid hours fall into each of the hours categories shown.

Local	Number Registered	Number Working	Average Hours Paid	AVERAGE DAYS OF:			Average Total Income	Average Age	PERCENT OF WORKING REGISTRANTS BY HOURS PAID			
	#	#	Hours	Vacation Paid	Paid Holidays	PGP Paid	\$	Years	800 or More	1600 or More	2000 or More	2800 or More

Longshore Registrants

Southern California

13	LA/LB	7,050	6,505	2,051	11.9	11.5		\$90,652	43.3	94.7%	76.2%	50.3%	16.7%
29	San Diego	108	90	2,204	13.8	12.4		95,848	49.6	96.7	81.1	61.1	21.1
46	Port Hueneme	112	84	2,495	16.4	11.8		109,490	51.2	92.9	84.5	76.2	45.2
Total		7,270	6,679	2,059	11.9	11.5		\$90,959	43.5	94.7%	76.3%	50.8%	17.2%

Northern California

10	SF Bay Area	1,444	1,145	1,785	10.4	9.6	0.2	\$75,684	45.2	88.5%	56.4%	39.4%	13.9%
14	Eureka	17	15	1,419	17.7	10.9	30.7	70,831	52.5	80.0	26.7	26.7	13.3
18	Sacramento	25	25	1,651	14.8	11.3	33.2	77,676	50.9	96.0	48.0	20.0	4.0
54	Stockton	71	59	2,215	14.8	12.6	3.1	98,110	48.6	96.6	84.7	71.2	15.3
Total		1,557	1,244	1,798	10.7	9.8	1.4	\$76,729	45.6	88.9%	57.2%	40.4%	13.7%

Pacific Northwest: Oregon

04	Vancouver, WA	163	148	1,864	14.3	12.0	2.0	\$78,404	43.6	94.6%	70.9%	45.9%	5.4%
08	Portland	443	434	1,777	15.7	12.1	2.0	77,412	46.4	90.6	62.2	38.7	4.6
12	North Bend	58	56	1,291	17.9	12.0	48.5	71,773	52.3	76.8	26.8	19.6	3.6
21	Longview, WA	175	163	1,986	15.4	12.2	2.5	83,231	45.7	96.9	70.6	51.5	9.2
50	Astoria	17	15	1,242	27.0	11.9	56.1	76,173	55.9	60.0	40.0	20.0	
53	Newport	9	9	547	10.6	12.9	119.2	55,296	50.2	11.1			
Total		865	825	1,778	15.7	12.1	7.5	\$78,093	46.4	90.2%	61.9%	40.5%	5.5%

Pacific Northwest: Washington

07	Bellingham	22	22	895	24.5	9.0	119.2	\$75,361	52.1	50.0%	18.2%	9.1%	
19	Seattle	758	582	2,029	15.4	11.4		91,333	48.3	91.8	72.3	54.6	14.8
23	Tacoma	803	622	2,349	15.0	12.0		107,470	45.0	94.9	82.3	69.6	28.1
24	Aberdeen	36	35	1,775	28.3	12.5	19.0	88,382	53.3	91.4	57.1	34.3	11.4
25	Anacortes	10	9	1,739	26.7	11.6	36.8	90,096	54.8	77.8	33.3	33.3	22.2
27	Port Angeles	35	35	960	29.3	8.3	118.9	79,556	54.5	37.1	22.9	17.1	8.6
32	Everett	28	21	1,998	26.9	12.0	9.3	83,981	57.3	95.2	81.0	38.1	14.3
47	Olympia	22	22	1,344	25.6	13.0	61.8	76,305	51.2	81.8	27.3	27.3	4.5
51	Port Gamble	10	10	1,215	20.5	6.7	103.0	75,933	47.3	60.0	40.0	30.0	10.0
Total		1,724	1,358	2,104	16.5	11.6	7.6	\$97,607	47.4	90.6%	73.3%	58.2%	20.3%
Longshore Total		11,416	10,106	2,010	12.7	11.3	1.8	\$89,050	44.5	93.1%	72.4%	49.7%	16.2%

Clerks

29	San Diego	8	8	2,474	27.8	12.9	0.4	\$114,615	60.0	100.0%	75.0%	62.5%	50.0%
46	Port Hueneme	16	16	2,923	29.4	12.9		129,113	56.4	100.0	93.8	93.8	50.0
63	LA/LB	1,271	1,257	2,608	21.1	12.3		123,748	52.2	96.9	86.4	76.2	45.7
14	Eureka	1	1	*	30.0	13.0	*	*	67.0	100.0	100.0	100.0	
34	SF Bay Area	256	255	2,414	21.5	11.8		108,985	53.7	98.0	87.1	74.1	31.4
40	Portland	84	84	2,573	24.7	12.6		119,781	51.9	100.0	91.7	79.8	38.1
23	Tacoma	109	108	3,041	26.4	12.5		145,271	51.3	97.2	90.7	86.1	60.2
52	Seattle	160	159	2,844	25.0	12.5	0.2	139,433	54.1	96.9	90.6	78.6	56.0
Clerk Total		1,905	1,888	2,627	22.1	12.3		\$124,121	52.6	97.2%	87.3%	77%	45.2%

Foremen

29	San Diego	6	6	2,596	30.5	12.3		\$147,617	65.7	100.0%	83.3%	83.3%	33.3%
46	Port Hueneme	5	4	*	32.5	12.0	*	*	60.0	100.0	100.0	100.0	100.0
94	LA/LB	410	406	3,312	26.9	11.9		186,918	55.0	98.0	94.6	90.9	75.9
91	SF Bay Area	84	81	2,866	26.1	12.0	0.4	162,620	56.5	96.3	95.1	90.1	59.3
92	Portland	49	49	2,583	30.6	12.1	7.3	153,293	57.4	93.9	87.8	79.6	51.0
98	Seattle	109	108	3,204	27.7	12.1		191,728	51.9	99.1	94.4	89.8	71.3
Foremen Total		663	654	3,180	27.3	11.9	0.6	\$181,900	55.0	97.7%	94.0%	89.8%	70.9%

*Average Hours Paid, Average Days of PGP Paid, and Average Total Income for groups of fewer than five people are not shown, but the data are included in category averages.

The omission of a value indicates <0.05%.

Hours by Job Categories

The hours shown are summarized from payroll information reported to PMA. The hours are shown by the job category (determined by occupation code number) in which they are reported for payroll and/or benefit assessment purposes. The hours listed under the various CFS Agreement categories do not represent total CFS activity because a CFS operator may payroll employees at job categories other than CFS Agreement categories.

	These are the hours paid in 2005, a 52-week payroll year. For comparison to 2004 data, also shown are hours paid in 2004 annualized to 52 weeks.			These are the hours paid in payroll year 2004.			Pct. Chg. from 2004 shows the percent change of the 2005 hours paid from 2004 annualized hours.			“Percent Paid to Casuals” shows the percent of hours paid in each job category that were paid to registrants who were <i>not</i> longshore, clerk, or foreman registrants. For example, a member of an ILWU longshore local being paid in a clerk job category is NOT a casual, but a member of an ILWU warehouse local (not part of the bargaining unit) being paid in a longshore job category IS a casual.		
Job Category	2005	2004 (52 weeks)	2004	Pct. Chg. from 2004 (52 weeks)	Percent of Category	Percent Paid to Casuals	“Percent of Category” shows the percent that each job category comprises of the total hours for the category group, <i>i.e.</i> longshore, clerk, and foreman.					
LONGSHORE CATEGORIES							SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES					
Basic Rate - General	2,058,430	1,779,866	1,814,093	15.7%	9.3%	23.8%	LONGSHORE JOB CATEGORIES					
- Lasher	1,368,596	1,295,324	1,320,234	5.7	6.2	18.9						
- Holdman	1,587,859	1,542,740	1,572,408	2.9	7.2	32.2	Basic Rate General					
- Auto Driver	362,308	377,271	384,526	-4.0	1.6	30.8						
Skilled Wage I	446,736	413,526	421,478	8.0	2.0	12.0	0001 Auto Driver 0007 Holdman 0002 Boardman 0009 Lasher 0005 Dockman 0150 CFS Utility Man 0006 Frontman/Slingman					
- Hatch Tender	134,868	117,852	120,119	14.4	0.6	2.3						
- Lift Truck Operator	225,413	215,574	219,720	4.6	1.0	9.2	Skill I Rate					
Skilled Holdman	213,490	197,210	201,003	8.3	1.0	20.4						
- Tractor Driver	5,271,792	4,900,132	4,994,366	7.6	23.9	8.2	0021 Boom Man/Raft Man 0036 Tractor - Semi-Dock 0023 Button Pusher 0037 Utility Lift Driver 0025 Combo Lift/Jitney 0038 Winch Driver 0026 Crane Chaser 0044 Mechanical Hopper 0027 Dock Gang Leader Operator 0028 Hatch Tender 0045 Monthly UTR Work - 0029 Lift Truck Operator Tractor 0030 Payloader Operator 0052 Gang Boss 0032 Side Runner 0054 Hatch Boss Tender 0033 Skilled Holdman 0070 Bulldozer/Caterpillar					
Skilled Wage II	185,031	158,162	161,204	17.0	0.8	0.9						
- Crane Operator	171,999	156,477	159,487	9.9	0.8	0.6	Skill II Rate					
- Top Handler/Heavy Lift	511,474	465,788	474,746	9.8	2.3	2.6						
Skilled Wage III	1,320,382	1,295,882	1,320,803	1.9	6.0	0.0	0053 Payloader Over 15 0085 Crane Mobile Tons 0087 Crane Shipboard 0055 Lift Truck - Heavy 0088 Crane Whirley 0078 Rail Car Pusher - 0092 Log Loader - Snapper Container 0094 Switch Engine 0080 Bulkloader Operator Operator 0081 Crane Barge Operator					
- Crane Gantry/Hammerhead	1,232,956	1,171,662	1,194,194	5.2	5.6	0.0						
- Top Handler/Heavy Lift	1,924,281	1,687,237	1,719,683	14.0	8.7	0.0	Skill III Rate					
- Transtainer	388,864	296,189	301,885	31.3	1.8	0.0						
- Straddle Carrier	241,969	212,849	216,942	13.7	1.1	0.1	066 LA/LB Whirley/Winch 084 Crane Container 067 Hall Crane Rated Gantry Equipment - Yard 093 Straddle Carrier 072 Top Handler/Side Pick Operator 079 Monthly UTR Work - 095 Port Packer Top/Side Pick 098 SF Steady Skill 083 Transtainer Operator					
CFS Agreement Rate	4,926	8,557	8,722	-42.4	0.0	11.0						
Miscellaneous Dock - General	123,691	109,543	111,650	12.9	0.6	9.5	CLERK JOB CATEGORIES					
- Mechanics	2,411,169	2,085,140	2,125,238	15.6	10.9	8.9						
- Gear	498,163	449,109	457,746	10.9	2.3	0.6	Basic clerk 100 Basic Clerk - Ship 109 Basic Clerk - 101 Basic Clerk - Dock Dock Registered 108 Basic Clerk - Ship Registered					
- Lines	393,345	384,036	391,421	2.4	1.8	0.2						
- Sweepers	162,183	158,777	161,830	2.1	0.7	1.4	Clerk Supervisor 102 Supervisor - Ship 170 CFS Supervisor Clerk 103 Supervisor - Dock					
Joint Dispatch	232,690	222,891	227,178	4.4	1.1	0.0						
Member Company Agmts.	36,138	34,767	35,436	3.9	0.2	0.7	Kitchen/Tower/Computer Clerk 115 Computer Kitchen/ 117 Vessel Clerk Tower Supervisor Supervisor 116 Yard Directing (Computer) Supervisor 118 Rail Clerk Supervisor (Computer) Computer					
Grain/Whse/NonMember Agmts.	512,214	472,096	481,175	8.5	2.3	8.8						
Subtotal	22,020,967	20,208,657	20,597,287	9.0%	99.9%	10.1%	Chief Supervisor & Supercargo 104 Supercargo/ 106 Chief Supervisor Bulk/Ship 120 Vessel Planner 105 Supercargo/ Other/Ship					
Travel	19,000	20,653	21,050	-8.0%	0.1%							
TOTAL LONGSHORE HOURS	22,039,967	20,229,310	20,618,337	9.0%	100.0%							
CLERK CATEGORIES												
Basic Clerk	627,179	574,997	586,054	9.1%	9.3%	49.7%						
15% Skilled Wage	613,251	527,765	537,915	16.2	9.0	16.8						
25% Skilled Wage	3,786,616	3,696,485	3,767,571	2.4	55.9	6.4						
30% Skilled Wage												
- Chief Supervisor	918,095	834,771	850,824	10.0	13.5	0.0						
- Supercargo	467,163	452,180	460,876	3.3	6.9	0.2						
- Vessel Planner	289,554	293,860	299,511	-1.5	4.3	0.0						
CFS Agreement Clerk	1,838	(10)	(10)	184.8	0.0	2.3						
Joint Dispatcher	50,736	45,048	45,914	12.6	0.7	0.0						
Subtotal	6,754,432	6,425,096	6,548,655	5.1%	99.7%	9.7%						
Travel Time	22,905	21,168	21,575	8.2%	0.3%							
TOTAL CLERK HOURS	6,777,337	6,446,264	6,570,230	5.1%	100.0%							
FOREMAN CATEGORIES												
Foreman - 20%	19,863	16,263	16,576	22.1%	0.8%	0.0%						
Foreman - 30%	2,284,814	2,198,561	2,240,839	3.9	97.3	0.0						
CFS Agreement Foreman	12,376	12,670	12,914	-2.3	0.5	0.0						
Joint Dispatcher	21,323	20,323	20,714	4.9	0.9	0.0						
Subtotal	2,338,376	2,247,817	2,291,043	4.0%	99.6%	0.0%						
Travel Time	8,983	10,000	10,192	-10.2%	0.4%							
TOTAL FOREMAN HOURS	2,347,359	2,257,817	2,301,235	4.0%	100.0%							
ALL CATEGORIES												
Subtotal - All Job Categories	31,113,775	28,881,570	29,436,985	7.7%	99.8%	9.3%						
Travel Time	50,888	51,820	52,817	-1.8%	0.2%							
TOTAL HOURS	31,164,663	28,933,390	29,489,802	7.7%	100.0%							

Total Shoreside Payrolls Processed by PMA

The data in the table below include payments to all occupations reported by PMA members for payroll purposes. Occupational categories include longshoremen, clerks, foremen, watchmen, mechanics, warehousemen, maintenance men, dispatchers, Joint Labor Relations Committee employees, and other miscellaneous workers.

Year	Southern California	Northern California	Oregon	Washington	Total
1995	\$ 343,548,860	\$ 96,497,444	\$ 74,956,472	\$ 114,307,399	\$ 629,310,175
1996	370,647,234	95,707,890	74,253,654	120,767,232	661,376,010
1997	459,117,898	104,278,998	79,699,998	140,372,774	783,469,668
1998*	\$ 655,503,360		47,963,817	156,640,904	860,108,081
1999	556,636,573	119,657,029	81,956,977	142,152,862	900,403,441
2000	639,216,711	132,258,890	81,081,187	151,386,303	1,003,943,091
2001	654,975,466	128,077,721	79,182,058	141,929,443	1,004,164,688
2002	700,565,895	124,649,275	73,682,073	149,444,144	1,048,341,387
2003	782,186,349	135,007,505	78,203,842	168,844,117	1,164,241,813
2004	879,867,498	148,792,441	83,241,784	191,073,284	1,302,975,008
2005	935,494,748	159,916,047	80,443,269	237,498,746	1,413,352,809

* In 1998, Shoreside Payrolls were reported by State and not by PMA Administrative Area.
PMA also collects and transfers employer contributions to the Federal Insurance Contributions Act (F.I.C.A.) accounts and State Unemployment Insurance (S.U.I.) accounts on these payrolls. In 2005, employer FICA taxes paid were \$86,831,635 and SUL taxes paid were \$50,954,576.

Assessment Rates 2005/2006 ASSESSMENT RATES

Payroll Hour Rate	Benefits Plans	Other Assessments		PMA Cargo Dues	Total
		CFS Program	401(k)		
L/S & Clk	\$15.710		\$0.87	\$0.530	\$17.110
Walking Boss	\$15.710		\$1.35	\$0.530	\$17.590
Offshore and Intercoastal Tonnage Rates					
Containers (per R.U.)	\$14.790	\$0.09		\$3.060	\$17.940
General Cargo	\$0.870			\$0.180	\$1.050
Lumber & Logs	\$0.870			\$0.180	\$1.050
Autos & Trucks	\$0.070			\$0.180	\$0.250
Bulk Cargo	\$0.017			\$0.004	\$0.021
Coastwise and Inbound from British Columbia					
Containers (per R.U.)	\$10.440	\$0.06		\$3.060	\$13.560
General Cargo	\$0.359			\$0.180	\$0.539
Lumber & Logs	\$0.359			\$0.180	\$0.539
Autos & Trucks	\$0.029			\$0.180	\$0.209
Bulk Cargo	\$0.007			\$0.004	\$0.011

ILWU-PMA 401(k) Plan

Contributions	For Plan Year Ended June 30:		2005	2004	2003	2002	2001	2000
	Employee	Employer	\$ 68,900,744	\$ 56,394,942	\$ 51,927,070	\$ 51,365,289	\$ 51,434,326	\$ 45,375,991
Total Contributions			27,792,749	24,372,413	23,192,959	23,212,183	23,224,484	21,772,978
Investment Income								
Net realized/unrealized appreciation			35,250,470	45,460,248	(487,772)	(46,177,189)	(63,907,440)	50,443,128
Interest and Dividends			1,261,102	1,267,223	11,759,439	11,124,918	8,306,030	5,608,484
Less: Investment expense			(612,843)	(631,870)	(9,846)	(548,369)	(337,169)	(354,885)
Total Additions			\$ 132,592,222	\$126,862,956	\$ 86,381,850	\$ 38,976,832	\$ 18,720,231	\$122,845,696
Distributions								
Distributions to participants			(35,254,447)	(33,401,999)	(29,493,400)	(16,693,578)	(18,407,013)	(19,061,355)
Net Change			\$ 97,337,775	\$ 93,460,957	\$ 56,888,450	\$ 22,283,254	\$ 313,218	\$103,784,341
Net Assets available for Benefits								
Beginning of year			545,800,526	452,339,569	395,451,119	373,167,866	372,854,648	269,070,307
End of year			\$ 643,138,301	\$545,800,526	\$ 452,339,569	\$ 395,451,119	\$ 373,167,866	\$ 372,854,648

Pension Benefits

CHANGES IN NET ASSETS AVAILABLE FOR PENSION BENEFITS

The data in the table below are obtained from the audited annual financial statements of the ILWU-PMA Pension Plan. The records for the Plan are maintained on the accrual basis of accounting; each Plan Year ends June 30.

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Benefits Paid and Expenses						
Pensions paid	\$ 178,379,753	\$ 173,764,799	\$ 139,658,164	\$ 134,001,085	\$ 132,944,103	\$ 126,396,608
Administrative expenses	4,827,321	3,950,101	3,344,014	3,352,482	2,824,335	2,628,159
Total Deductions	\$ 183,207,074	\$ 177,714,900	\$ 143,002,178	\$ 137,353,567	\$ 135,768,438	\$ 129,024,767
Investment Income and Employer Contributions						
Net appreciation of fair value of invest.	\$ 143,840,483	\$ 172,474,460	\$ 49,774,065	\$ (241,578,790)	\$ (194,172,442)	\$ 263,316,194
Interest	20,308,595	27,118,070	61,275,332	67,678,012	113,771,260	79,056,057
Dividends from investments	35,660,141	29,801,798	11,107,923	8,998,088	5,912,417	6,166,643
Less investment expense	(5,104,005)	(4,761,574)	(3,776,391)	(4,458,572)	(4,312,251)	(4,358,152)
Total Income Gain (Loss)	\$ 194,705,214	\$ 224,632,754	\$ 118,380,929	\$ (169,361,262)	\$ (78,801,016)	\$ 344,180,742
Contributions from Employers	80,000,000	48,035,455	24,034,798	23,949,998	26,944,908	32,486,144
Miscellaneous Income	15,870	215,480	–	–	–	–
Total Additions (Subtractions)	\$ 274,721,084	\$ 272,883,689	\$ 142,415,727	\$ (145,411,264)	\$ (51,856,108)	\$ 376,666,886
Net Increase (Decrease)	91,514,010	95,168,789	(586,451)	(282,764,831)	(187,624,546)	247,642,119
Net Assets Avail for Benefits: Beg. of Year	\$2,027,542,111	\$‘1,932,373,322	\$1,932,959,773	\$2,215,724,604	\$2,403,349,150	\$2,155,707,031
End of Year	\$2,119,056,121	\$2,027,542,111	\$1,932,373,322	\$1,932,959,773	\$2,215,724,604	\$2,403,349,150

EMPLOYER WITHDRAWAL LIABILITY

Multi-employer plans are required by the Multi-employer Pension Plan Amendments Act of 1980 to establish procedures for the determination and imposition of *withdrawal liability* upon the withdrawal of a contributing employer.

Under special rules approved by the Pension Benefit Guaranty Corporation, *the ILWU-PMA Pension Plan will impose withdrawal liability for a withdrawal where the employer*

a) during the 5 years following withdrawal continues or resumes covered operation without an obligation to make contributions or

b) sells or transfers all or a substantial portion of his business or assets to a non-contributing employer.

An employer that simply goes out of business will generally have no withdrawal liability.

To satisfy the withdrawal requirement, the Plan uses the *presumptive method* for the computation of withdrawal liability. The presumptive method bases such liability on certain components of the Plan's unfunded vested benefits liability.

The unfunded vested benefits liability for the Plan Year ended June 30 is shown below. The benefits reflected in the calculation for active employees include only retirement benefits already accumulated, already vested, and for which the active employees qualified as a result of age and service through June 30.

Vested Liabilities as of Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Retired Participants & Beneficiaries	\$ 1,515,625,380	\$ 1,455,549,449	\$ 1,305,884,979	\$ 1,055,302,845	\$ 1,058,353,547	\$ 1,019,710,333
Inactive Vested	4,686,585	3,966,396	3,683,208	3,298,116	3,742,209	3,558,643
Active Vested Employees	806,878,902	755,977,668	781,907,078	784,705,118	929,737,426	808,569,339
Total Present Value Vested Liabilities	\$ 2,327,190,867	\$ 2,215,493,513	\$ 2,091,475,265	\$ 1,843,306,079	\$ 1,991,833,182	\$ 1,831,838,315
Actuarial Value of Assets	\$ 2,047,437,313	\$ 2,058,263,566	\$ 2,178,348,340	\$ 2,262,121,466	\$ 2,265,007,122	\$ 2,106,388,802
Unfunded Vested Benefits Liability	279,753,554	157,229,947	–	–	–	–

ACTUARIAL ACCRUED LIABILITY

The actuarial accrued liability is the amount which, together with assumed investment earnings, will be sufficient to pay earned retirement benefits for the lifetimes of those Plan participants eligible for retirement benefits. The difference between net assets and total actuarial accrued liability is the unfunded actuarial accrued liability.

Actuarial Accrued Liability July 1:	2005	2004	2003	2002	2001	2000
Actuarial Value of Assets	\$ 2,047,437,313	\$ 2,058,263,566	\$ 2,178,348,340	\$ 2,262,121,466	\$2,265,007,122	\$ 2,106,388,802
Actuarial Liability:						
Pensioners/Survivors	1,567,817,904	1,488,741,632	1,325,727,760	1,185,052,148	1,070,787,479	1,041,933,471
Inactive Vested	4,871,544	4,111,317	3,813,967	3,413,671	3,912,595	3,753,100
Active Employees	1,341,173,874	1,166,475,463	1,168,283,684	1,149,258,226	1,260,166,108	1,171,885,186
Total Actuarial Liability	\$ 2,913,863,322	\$ 2,659,328,412	\$ 2,497,825,411	\$ 2,337,724,045	\$ 2,334,866,182	\$ 2,217,571,757
Unfunded Actuarial Accrued Liability	\$ 866,426,009	601,064,846	\$ 319,477,071	\$ 75,602,579	\$ 69,859,060	\$ 111,182,955

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Contributions by employer	\$ 30,696,735	\$ 34,440,703	\$ 22,756,913	\$ 25,202,778	\$ 12,642,303	\$ 5,720,936
Deductions:						
Benefits paid	30,487,265	34,269,318	22,610,299	25,058,910	12,500,640	5,632,689
Administrative expenses	209,470	171,385	146,614	143,868	141,663	88,247
Total deductions	\$ 30,696,735	\$ 34,440,703	\$ 22,756,913	\$ 25,202,778	\$ 12,642,303	\$ 5,720,936

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Investment Income	\$299,578	\$107,689	\$ 31,289	\$ 194,555	\$ 723,921	\$ 497,272
Contributions:						
Employers	\$ 325,950,687	\$ 281,553,606	\$191,467,575	198,696,752	139,675,684	
Employees	9,317,965	8,570,383	5,505,270	4,304,387	3,939,445	3,132,661
WILSP/Union	223,943	195,884	194,960	187,959	199,253	174,591
COBRA/self-pay contrib.	83,615	54,029	239,910	146,635	168,126	168,094
Total contributions	\$ 335,576,210	\$ 290,373,902	\$243,567,938	\$196,106,556	\$203,003,576	\$143,151,030
Total additions	\$ 335,875,788	\$ 290,481,591	\$243,599,227	\$196,301,111	\$203,727,497	\$143,648,302
Deductions:						
Benefits paid	\$ 319,508,128	275,512,366	\$235,181,687	\$200,546,643	\$165,913,818	\$139,329,193
Administrative expenses	6,142,681	4,969,605	4,362,971	4,573,239	4,309,264	3,696,554
Total deductions	\$ 325,650,809	\$ 280,481,971	\$239,544,658	\$205,119,882	\$170,223,082	\$143,025,747
Net increase(decrease)	\$10,224,979	\$9,999,620	\$ 4,054,569	\$ (8,818,771)	\$ 33,504,415	\$ 622,555
Net assets available for benefits:						
Beginning of year	\$ 71,601,616	\$ 61,601,996	\$ 57,547,427	\$ 66,366,198	\$ 32,861,783	\$ 32,239,228
End of year	\$ 81,826,595	\$ 71,601,616	\$ 61,601,996	\$ 57,547,427	\$ 66,366,198	\$ 32,861,783

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Health Maintenance Organizations						
Hospital, medical, surgery, vision, and prescription drugs	\$ 83,845,814	\$ 61,256,809	\$ 44,147,703	\$ 37,109,464	\$ 34,415,405	\$ 30,313,962
PPO and Indemnity Plan						
Hospital, medical, surgical	\$ 138,860,243	\$ 132,176,612	\$ 118,033,767	\$ 98,594,333	\$ 72,690,391	\$ 58,084,936
Prescription drug program	37,915,711	33,397,697	28,572,271	25,109,446	19,238,147	16,363,843
Vision service plan	1,754,828	1,825,983	1,588,888	1,566,451	1,667,218	1,542,410
Vision supplement (frames, contacts)	1,079	2,008	2,540	2,149	2,011	2,664
Diabetic durable equipment	1,312	1,832	1,474	1,298	1,186	774
Subtotal	\$ 178,533,173	\$ 167,404,132	\$ 148,198,940	\$125,273,677	\$ 93,598,953	\$ 75,994,627
Medicare Part B Reimbursements						
Medicare premiums reimbursements	\$ 8,044,092	\$ 6,557,231	\$ 6,227,975	\$ 5,828,498	\$ 5,476,063	\$ 5,240,115
Dental Programs: HMO and PPO Participants						
Dental services - adults	\$ 20,977,712	\$ 17,768,215	\$ 16,320,511	\$ 14,860,557	\$ 15,248,089	\$ 13,729,466
Dental services - children	7,414,952	5,722,444	5,223,581	4,921,700	5,049,409	3,873,627
Subtotal	\$ 28,392,664	\$ 23,490,659	\$ 21,544,092	\$ 19,782,257	\$ 20,297,498	\$ 17,603,093
Other Programs for Eligible Participants						
Life insurance, AD&D	\$ 3,349,391	\$ 3,790,134	\$ 3,254,040	\$ 3,083,341	\$ 3,094,598	\$ 2,747,312
Chiropractic	5,006,700	2,676,986	1,908,505	2,017,310	1,716,737	1,471,866
Social security supplement	1,206,882	1,866,430	1,493,464	617,558	1,209,986	1,658,079
Alcoholism/Drug Recovery Program	2,470,364	1,981,048	1,554,894	1,030,473	1,304,170	874,238
Hearing aids	394,623	355,796	344,043	364,831	438,302	388,505
Subsequent prosthetic device	42,407	–	31,277	–	–	–
Subtotal	\$ 12,470,367	\$ 10,670,394	\$ 8,586,223	\$ 7,113,513	\$ 7,763,793	\$ 7,140,000
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	\$ 1,737,610	\$ 2,489,719	\$ 2,501,566	\$ 2,063,397	\$ 1,920,680	\$ 1,401,906
CSDI Supplement	\$118	–	–	–	–	–
Weekly Indemnity & NIDS (OR & WA)	6,405,290	3,528,055	3,812,188	3,169,337	2,206,030	1,377,507
Subtotal	\$ 8,143,018	\$ 6,017,774	\$ 6,313,754	\$ 5,232,734	\$ 4,126,710	\$ 2,779,413
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	\$ 79,000	\$ 115,367	\$ 163,000	\$ 206,500	\$ 235,396	\$ 257,983
TOTAL BENEFITS	\$ 319,508,128	\$ 275,512,366	\$ 235,181,687	\$200,546,643	\$165,913,818	\$139,329,193
Reconciliation to Form 5500 (accrual)	5,686,773	(5,384,437)	2,257,443	3,745,292	1,360,897	5,286,441
TOTAL BENEFITS AFTER RECONCILIATION	\$ 325,194,901	\$ 270,127,929	\$ 237,439,130	\$204,291,935	\$167,274,715	\$144,615,634

Vacations Paid and Distribution of Longshore PGP by Local

No. of Vacations shows the number of inactive, actives, and employees over 60 who received vacation payments.

Avg. No. of Weeks shows the average number of vacation weeks paid to active employees in each local.

Average Payment shows the average vacation payment to to active employees with at least 1,600 qualifying hours. Payments made to 11 dispatchers were discarded from the average payment calculation.

Total Payments includes only the monies actually paid directly to active employees; other costs to the Vacation Plan such as the various employment taxes are not included. Payments made in August and December 2005 to employees who retired during the payroll year are not included in the data shown.

No. Receiving Any PGP includes longshore registrants who received PGP.

Total PGP shows the total PGP payments made to the local.

% Change from 2004 shows the percent change of 2005 PGP paid from 2004.

% of Coast shows the total PGP paid to the local as a percent of the total paid to the Coast.

Average Payment included longshore registrants who received PGP payments.

Local	No. of Vacations	Average No. of Weeks	Average Payment	Total Payments	No. Receiving Any PGP	Total PGP	% Change From 2004	% of Coast	Average Payment
VACATIONS PAID									
SOUTHERN CALIFORNIA									
13 LA/LB	6,541	2.5	\$3,663	\$21,620,868	85	\$20,526	130.5%	0.5%	\$241
29 San Diego	93	2.8	4,113	355,958	1	119	-82.2	0.3	119
46 Port Hueneme	84	3.4	4,920	380,866	-	-	-100.0	-	-
Total	6,718	2.6	\$3,688	\$22,357,692	86	\$20,645	114.9%	0.5%	\$240
NORTHERN CALIFORNIA									
10 SF Bay Area	1,064	2.5	\$3,832	\$3,394,094	102	\$30,432	72.0%	0.8%	\$298
14 Eureka	15	3.7	6,935	71,920	12	94,733	55.7	235.1	7,894
18 Sacramento	23	3.2	3,900	96,091	21	186,169	-3.7	462.1	8,865
54 Stockton	60	3.0	4,153	232,235	25	40,001	-64.3	99.3	1,600
Total	1,162	2.5	\$3,870	\$3,794,339	160	\$351,335	-8.5%	8.7%	\$2,196
PACIFIC NORTHWEST: OREGON									
04 Vancouver, WA	152	3.0	\$4,313	\$580,943	47	\$65,781	63.6%	1.6%	\$1,400
08 Portland	432	3.2	4,451	1,801,546	141	187,878	634.7	466.3	1,332
12 North Bend	54	3.9	5,270	257,392	50	599,812	-8.2	1488.8	11,996
21 Longview, WA	170	3.3	4,298	700,109	74	84,039	-29.7	208.6	1,136
50 Astoria	15	5.8	6,998	103,488	12	186,536	12.1	463.0	15,545
53 Newport	9	2.1	4,452	21,596	9	233,026	-3.3	578.4	25,892
Total	832	3.3	\$5,392	\$3,465,074	333	\$1,357,071	8.9%	33.7%	\$4,075
PACIFIC NORTHWEST: WASHINGTON									
07 Bellingham	23	4.8	\$4,701	\$129,083	21	\$581,848	13.7%	14.4%	\$27,707
19 Seattle	588	3.3	4,553	2,512,212	4	433	-95.3	1.1%	108
23 Tacoma	644	3.2	7,078	2,681,155	-	-	-100.0	-	-
24 Aberdeen	38	5.7	7,630	280,187	22	148,683	-31.1	369.0	6,758
25 Anacortes	9	6.0	7,291	68,674	8	73,654	-22.0	182.8	9,207
27 Port Angeles	38	5.8	7,247	257,729	31	923,774	-9.9	2292.9	29,799
32 Everett	22	5.7	7,732	159,041	14	42,935	-80.9	106.6	3,067
47 Olympia	23	5.0	3,669	161,785	18	302,646	27.0	751.2	16,814
51 Port Gamble	10	4.1	4,780	47,737	8	225,789	1.8	560.4	28,224
Total	1,395	3.5	\$3,911	\$6,297,602	126	\$2,299,763	-9.5%	57.1%	\$18,252
Longshore Total	10,107	2.7	\$8,275	\$35,914,707	705	\$4,028,814	-3.6%	100.0%	\$5,715

Clerks

29 San Diego	8	5.5	\$6,650	\$59,233
46 Port Hueneme	15	5.7	7,448	120,183
63 LA/LB	1,060	4.4	6,676	6,520,820
14 Eureka	1	6.0	7,615	8,275
34 SF Bay Area	227	4.6	7,019	1,456,139
40 Portland	85	4.7	8,012	563,501
23 Tacoma	78	5.6	7,806	613,292
52 Seattle	145	5.1	6,436	1,050,619
Clerk Total	1,619	4.6	\$9,728	\$10,392,062

Foremen

29 San Diego	5	5.6	\$10,504	\$48,642
46 Port Hueneme	4	6.0	9,151	42,016
94 LA/LB	392	5.2	9,550	3,483,207
91 SF Bay Area	71	5.1	10,150	618,039
92 Portland	52	5.8	9,145	491,830
98 Seattle	96	5.4	9,303	909,211
Foremen Total	620	5.3	\$9,303	\$5,592,945

COAST TOTAL

	12,346	3.1	\$4,673	\$51,899,714
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LONGSHORE PGP PAYMENTS BY AREA

Year	AREA			
	Southern California	Northern California	Oregon	Washington
2001	\$27,785	\$699,148	\$2,818,413	\$4,878,738
2002	\$20,207	\$660,735	\$2,593,633	\$3,941,306
2003	\$15,660	\$450,665	\$1,365,298	\$3,209,541
2004	\$9,607	\$383,978	\$1,246,395	\$2,540,945
2005	\$20,645	\$351,335	\$1,357,071	\$2,299,763

PMA Training Graduates

All Crane training program graduates include Crane certification, simulator training (except SC), and refresher/familiarization training.

Forklift graduates include Basic and Heavy Lift certification, and refresher/familiarization training.

Semi-Tractor graduates include Dock and Ro-Ro certification, and refresher & familiarization training. The number of graduates is higher in 2005 due to Casual Processing.

CHE graduates include Top Handler, Side Pick and Reachstacker certification, and refresher/ familiarization training.

Crane / Crane Simulator	2005	2004	2003	2002
Container Gantry Crane (Sim)	338	200	239	92
RTG Crane (Transtainer) (Sim)	345	103	91	86
Ship Gantry Crane	-	2	10	56
Ship Pedestal Crane (Winch)	23	45	71	19
Mobile Crane (Mobile Cr Light)	85	49	168	2
Ship Unloader, Bulk Crane	12	19	31	-
Dock Whirley Crane	6	16	10	3
Subtotal	809	434	620	258
	1%	2%	4%	2%
Skill Equipment / PIT				
Forklift	1,755	1,059	1,305	612
Semi-Tractor	5,449	3,192	857	845
Container Handling Equipment (CHE) (Log Loader)	1,129	675	356	702
Straddle Carrier	147	112	62	4
Excavator	5	15	-	-
Bulldozer (Front Loader)	7	11	-	-
Subtotal	8,492	5,064	2,654	2,196
	15%	18%	18%	15%
Job Specific / Promotions				
Basic Marine Clerk	433	73	98	73
Clerk Computer Gate (Yard)	393	83	80	72
Supercargo	13	28	-	-
Vessel Planner	11	7	4	4
Walking Boss Orientation	83	81	27	-
Powered Gangway	12	14	-	-
Walking Boss Seminar	366	150	640	266
Watchman	35	331	102	94
Holdman	212	24	5	13
(Mechanic – General & Crane)	54	-	-	-
Tank, M1 A1	-	10	-	-
Subtotal	1,612	801	976	545
	3%	3%	7%	4%
Safety / Technical / Employee Development				
GST (GIT) (D&A Awareness) (Orientation, Skill)	12,332	9,733	3,442	5,466
Diversity, Employee & Supervisor	4,523	605	2,954	4,215
Standard First Aid / CPR	688	568	369	273
Lashing	824	742	323	135
Ammo Handling Safety	70	45	118	52
Vessel Rigging	-	8	10	-
Basic Casual Safety (LS Entry)	642	21	102	104
Instructor (Train-the-Trainer)	-	12	5	13
Subtotal	19,079	11,734	7,427	10,264
	33%	41%	50%	70%
Testing				
Strength & Agility (Sked Practice)	1,312	1,078	637	419
Clerk Cognitive	5,635	2,810	450	201
Clerk Keyboard	252	264	236	79
Physical Exam (Physical Preemployment)	7,891	989	831	293
Drug & Alcohol Screen (Drug/Alcohol Preemployment)	7,931	1,010	844	345
Lashing Test	4,024	4,193	100	37
Subtotal	27,045	10,344	3,098	1,374
	47%	36%	21%	9%
TOTAL	57,037	28,377	14,775	14,637
EXPENDITURE	\$35,906,285	\$19,442,172	\$13,462,861	\$12,997,266

The number of GST graduates is higher in 2005 due to Casual Processing.

The number of Lashing Test graduates is higher in 2005 due to Casual Processing.

The number of total program graduates is higher in 2005 due to Casual Processing.



Port Hours, Wages, and Tonnage Data

Calculation of Total Tonnage and “Weighted Tonnage”

Cargo moving through West Coast ports is manifested in a variety of ways, but when reported it is ultimately distilled into revenue tons or revenue units (TEUs). General Cargo is reported by weight or measure; Lumber & Logs, by 1,000 board feet to the ton; Automobiles (and light trucks) by measure; Bulk Cargo by weight; and Containerized Cargo, as number of boxes that are converted into Revenue Units, or TEUs. A Revenue Unit, by definition, is equivalent to 17 revenue tons.

From this collection of data, PMA constructs a variety of tonnage statistics that are used for many different purposes. Some of those uses require adjusting, or “weighting,” one or more of the cargo sector tonnage values to develop useful indices for comparisons over time or among ports or port groups. One such tonnage “weighting” is used in this section.

Total Tonnage

The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons, and Bulk tons. The “Total Tonnage” data for each port table shown in this section is calculated by this method.

“Weighted” Tonnage

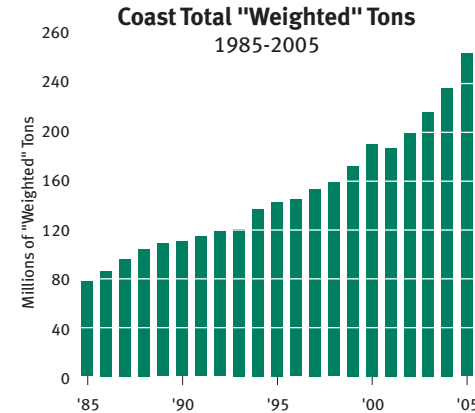
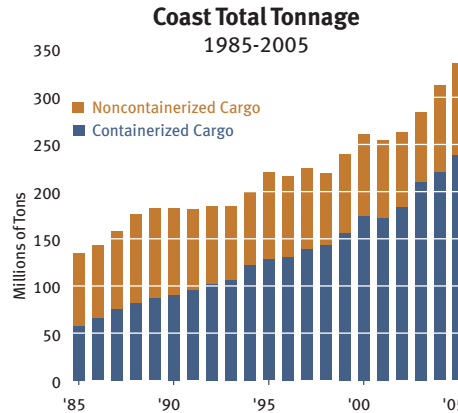
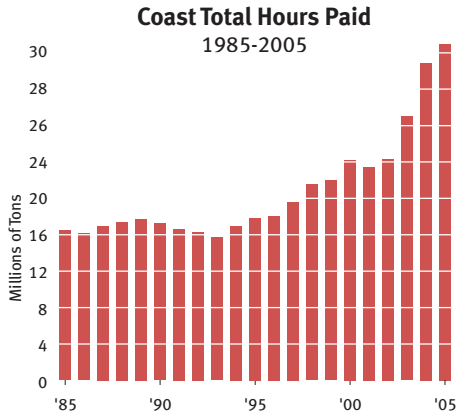
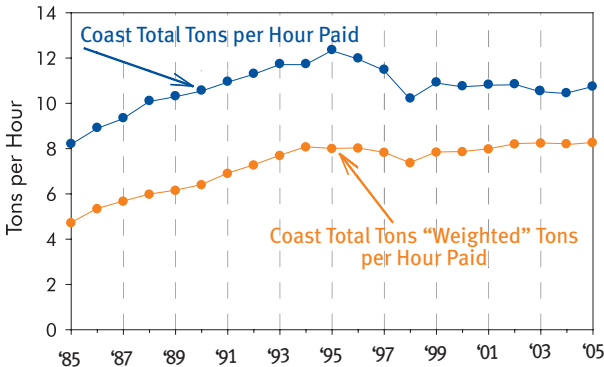
For the purpose of comparing the volume of tonnage handled in a port or group of ports to the corresponding number of hours paid, a “weighted tonnage” statistic is used. Only two of the cargo sectors are altered to “weight” the total tonnage: Autos and Bulk.

Applying a “weighting” factor to bulk tonnage has been a common approach to measuring productivity for decades. Bulk tonnage is currently weighted at 50 to 1. The reason for greatly reducing the amount of the Bulk tonnage used in studies about productivity is that Bulk Cargo, because of the methods of loading and discharging it, requires far fewer payroll hours per ton than the other sectors of cargo.

Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on specialized auto carriers and are driven off the vessel and parked. This operation generally takes much less time than handling general cargo or lumber and logs. To offset this difference in labor requirements, auto tonnage is weighted at 6 to 1.

Total “Weighted” Tonnage

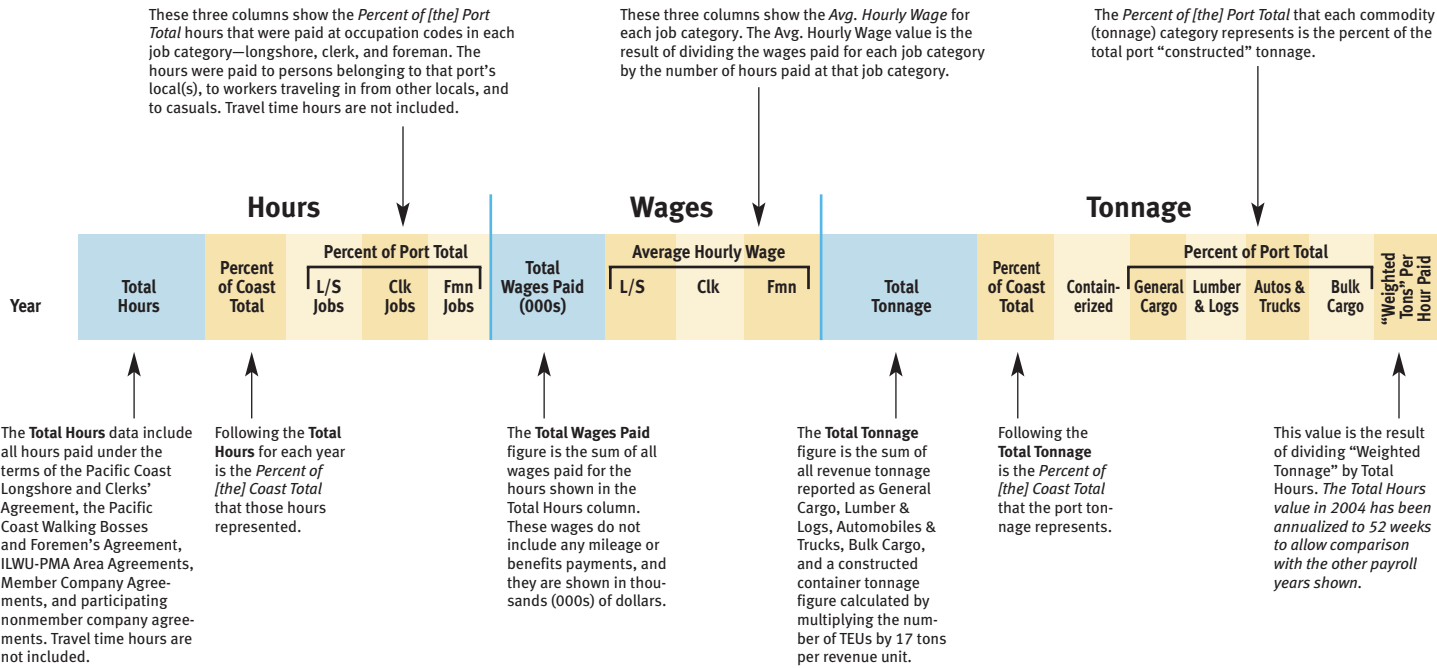
Thus, the “weighted” tonnage statistic that is used in the graphs on this page and in calculating the “Weighted Tons” per Hour data in the following tables is the sum of container TEUs x 17, General Cargo tonnage, Lumber & Logs tonnage, 1/6 of Automobiles & Trucks tonnage, and 1/50 of Bulk Cargo tonnage.



"Weighted" Tons = Containerized + (Autos & Trucks)/6 + Lumber & Logs + General Cargo + Bulk/50

Explanation of Port Hours, Wages, and Tonnage Data

The order in which the ports are listed on the following pages is a function of their location. The southernmost US West Coast port, San Diego, California, is shown first, followed by each succeeding northerly port to Bellingham, Washington, near the Canadian border. Following the port data are summaries for each PMA Area and for the Coast.



Evergreen calls at its Los Angeles terminal.



Port Hours, Wages, and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Contain-erized	Percent of Port Total				Weighted Tons Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn				General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	

Southern California

San Diego

2000	229,821	0.9%	78.1%	9.2%	12.6%	\$7,673	\$31.52	\$35.64	\$43.31	4,889,979	1.9%	<0.1%	3.9%	1.7%	58.2%	36.2%	3.42
2001	217,694	0.9%	78.2%	9.4%	12.4%	\$7,520	\$32.72	\$36.73	\$44.41	4,890,999	1.9%	<0.1%	4.7%	1.7%	55.5%	38.2%	3.37
2002	229,839	0.9%	79.0%	9.6%	11.4%	\$8,083	\$33.50	\$36.80	\$45.33	4,093,178	1.6%	4.0%	3.9%	2.2%	64.6%	25.3%	3.80
2003	291,523	1.1%	77.1%	12.4%	10.5%	\$10,363	\$33.47	\$37.13	\$49.01	4,498,257	1.6%	20.3%	4.7%	2.0%	53.3%	19.8%	5.59
2004	324,353	1.1%	77.8%	11.9%	10.2%	\$11,828	\$34.53	\$37.65	\$49.81	4,703,823	1.5%	20.8%	4.5%	2.4%	47.1%	25.2%	5.33
2005	368,111	1.2%	78.2%	12.0%	9.8%	\$13,610	\$34.99	\$38.91	\$50.36	5,306,865	1.6%	17.1%	5.9%	2.2%	48.4%	26.4%	4.96

Los Angeles/Long Beach

2000	15,122,266	62.5%	65.6%	25.0%	9.4%	\$572,038	\$36.27	\$38.94	\$45.74	141,359,427	54.4%	82.2%	3.8%	0.1%	4.3%	9.6%	8.13
2001	14,993,304	63.9%	65.5%	25.3%	9.2%	\$581,034	\$37.29	\$39.74	\$46.50	142,358,578	56.2%	83.4%	3.5%	0.1%	4.0%	9.0%	8.34
2002	16,004,796	65.8%	65.8%	25.3%	8.9%	\$624,609	\$37.50	\$40.06	\$47.34	152,230,624	57.9%	83.8%	3.2%	0.1%	4.4%	8.5%	8.37
2003	17,455,768	65.9%	67.1%	24.2%	8.8%	\$702,277	\$38.54	\$40.85	\$51.42	163,996,211	57.8%	85.6%	2.7%	0.1%	4.3%	7.3%	8.39
2004	19,390,603	65.9%	68.7%	23.7%	7.7%	\$788,163	\$39.14	\$41.33	\$52.01	177,555,140	56.5%	86.2%	3.4%	0.1%	3.6%	6.7%	8.44
2005	19,828,642	63.7%	69.3%	23.3%	7.4%	\$827,478	\$40.28	\$42.41	\$53.15	186,717,689	55.7%	87.0%	2.4%	0.1%	3.6%	6.9%	8.66

Port Hueneme

2000	355,684	1.5%	76.3%	17.1%	6.6%	\$11,481	\$30.75	\$34.99	\$42.83	3,403,486	1.3%	6.8%	19.4%	-	71.6%	2.2%	3.65
2001	370,398	1.6%	75.8%	16.8%	7.3%	\$12,184	\$31.39	\$35.16	\$43.25	3,308,110	1.3%	6.2%	21.6%	-	70.8%	1.4%	3.54
2002	390,255	1.6%	76.3%	16.4%	7.3%	\$13,140	\$32.18	\$35.87	\$44.25	3,586,456	1.4%	6.0%	20.2%	-	71.7%	2.1%	3.51
2003	384,845	1.5%	76.4%	16.5%	7.1%	\$13,453	\$33.25	\$37.04	\$48.47	3,412,548	1.2%	8.0%	20.3%	-	68.8%	3.0%	3.53
2004	435,241	1.5%	76.7%	16.8%	6.5%	\$15,261	\$33.48	\$37.25	\$48.08	4,042,129	1.3%	5.9%	16.9%	<0.1%	73.8%	3.4%	3.33
2005	520,868	1.7%	77.7%	16.2%	6.1%	\$19,069	\$35.15	\$38.52	\$50.11	4,606,977	1.4%	8.4%	19.0%	<0.1%	69.5%	3.1%	3.52

Northern California

San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia

2000	2,783,306	11.5%	65.5%	26.1%	8.4%	\$100,437	\$34.21	\$37.78	\$45.40	24,047,751	9.3%	86.6%	2.8%	<0.1%	5.3%	5.3%	7.81
2001	2,579,338	11.0%	65.2%	26.5%	8.3%	\$94,920	\$35.11	\$38.17	\$45.75	23,068,137	9.1%	84.6%	3.1%	<0.1%	5.9%	6.4%	7.94
2002	2,392,108	9.8%	65.3%	26.3%	8.4%	\$90,380	\$36.18	\$38.84	\$46.96	23,594,105	9.0%	84.4%	0.9%	<0.1%	6.2%	8.5%	8.54
2003	2,619,937	9.9%	67.7%	24.2%	8.1%	\$101,882	\$37.27	\$39.32	\$51.11	26,151,746	9.2%	83.5%	0.6%	<0.1%	6.1%	9.8%	8.52
2004	2,897,798	9.8%	69.2%	22.9%	8.0%	\$114,106	\$37.74	\$39.92	\$51.99	29,944,815	9.5%	80.0%	1.0%	<0.1%	9.6%	9.3%	8.73
2005	3,083,387	9.9%	70.3%	21.8%	7.8%	\$123,379	\$38.33	\$40.85	\$52.76	32,796,272	9.8%	81.5%	0.8%	<0.1%	7.9%	9.8%	9.09

Stockton/Pittsburgh/Antioch

2000	150,910	0.6%	73.4%	18.7%	7.8%	\$5,301	\$33.44	\$37.53	\$45.18	1,776,425	0.7%	-	13.4%	0.3%	-	86.3%	1.82
2001	165,489	0.7%	73.2%	18.0%	8.8%	\$6,004	\$34.38	\$38.98	\$46.52	2,143,741	0.8%	<0.1%	7.4%	-	-	92.6%	1.20
2002	217,727	0.9%	73.5%	18.2%	8.4%	\$7,772	\$34.00	\$37.58	\$46.53	2,330,667	0.9%	1.1%	16.3%	<0.1%	-	82.6%	2.05
2003	133,712	0.5%	71.8%	20.2%	8.0%	\$4,946	\$34.92	\$39.10	\$50.25	1,733,796	0.6%	0.9%	11.7%	-	-	87.5%	1.85
2004	176,534	0.6%	74.6%	16.6%	8.8%	\$6,760	\$36.38	\$39.65	\$51.87	2,359,031	0.8%	<0.1%	12.4%	<0.1%	<0.1%	87.5%	1.93
2005	212,360	0.7%	75.2%	15.8%	9.0%	\$8,249	\$36.93	\$39.76	\$53.12	3,226,297	1.0%	<0.1%	11.0%	<0.1%	<0.1%	89.0%	1.98

Sacramento

2000	81,894	0.3%	70.0%	22.3%	7.7%	\$2,905	\$33.76	\$37.45	\$45.45	963,224	0.4%	-	22.2%	0.9%	-	77.0%	2.89
2001	95,996	0.4%	68.1%	25.6%	6.4%	\$3,282	\$32.65	\$35.70	\$44.66	688,263	0.3%	<0.1%	33.7%	6.0%	-	60.3%	2.94
2002	92,180	0.4%	65.9%	27.4%	6.7%	\$3,203	\$33.22	\$35.84	\$45.19	608,867	0.2%	0.1%	32.4%	9.7%	-	57.8%	2.87
2003	124,732	0.5%	69.0%	24.3%	6.8%	\$4,355	\$32.81	\$37.13	\$48.38	678,687	0.2%	0.3%	53.3%	5.4%	-	41.0%	3.25
2004	98,893	0.3%	68.5%	25.7%	5.9%	\$3,539	\$33.46	\$38.65	\$50.35	493,006	0.2%	0.1%	61.6%	3.1%	<0.1%	35.1%	3.33
2005	103,022	0.3%	69.4%	24.8%	5.8%	\$3,762	\$34.32	\$39.09	\$51.61	556,394	0.2%	<0.1%	60.2%	1.8%	<0.1%	37.9%	3.46

Eureka/Crescent City

2000	35,571	0.1%	78.2%	11.6%	10.2%	\$1,268	\$33.54	\$39.89	\$46.87	627,437	0.2%	-	27.7%	27.9%	-	44.4%	9.96
2001	27,868	0.1%	78.1%	11.6%	10.3%	\$1,023	\$34.76	\$39.89	\$47.72	453,769	0.2%	-	38.5%	28.3%	-	33.1%	11.00
2002	24,481	0.1%	76.8%	12.9%	10.3%	\$888	\$34.30	\$38.41	\$48.27	372,286	0.1%	-	49.6%	33.6%	-	16.8%	12.70
2003	25,795	<0.1%	77.3%	12.6%	10.0%	\$946	\$34.58	\$37.81	\$51.22	400,532	0.1%	-	54.4%	43.5%	-	2.1%	15.21
2004	23,797	<0.1%	79.0%	12.0%	9.0%	\$852	\$34.21	\$35.39	\$50.23	362,266	0.1%	<0.1%	56.3%	43.7%	<0.1%	<0.1%	15.52
2005	15,617	<0.1%	80.0%	13.3%	6.7%	\$578	\$36.01	\$35.80	\$51.05	279,795	<0.1%	<0.1%	37.1%	48.2%	<0.1%	14.7%	15.63

Port Hours, Wages, and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Contain-erized	Percent of Port Total				*Weighted Tons Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn				General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay/Reedsport/Gardiner/Bandon

2000	61,076	0.3%	84.2%	7.6%	8.1%	\$2,238	\$35.07	\$43.27	\$46.75	2,148,520	0.8%	-	0.6%	7.8%	-	91.6%	3.60
2001	58,128	0.2%	85.4%	7.0%	7.5%	\$2,141	\$35.36	\$43.51	\$47.26	1,696,256	0.7%	<0.1%	1.0%	7.7%	-	91.3%	3.08
2002	55,308	0.2%	83.8%	8.0%	8.2%	\$2,100	\$36.43	\$43.71	\$48.14	1,890,554	0.7%	-	1.0%	6.3%	-	92.8%	3.11
2003	52,438	0.2%	86.9%	6.1%	7.0%	\$1,989	\$36.42	\$43.87	\$51.36	1,692,557	0.6%	<0.1%	1.2%	6.9%	<0.1%	91.8%	3.22
2004	57,125	0.2%	87.0%	6.2%	6.8%	\$2,172	\$36.51	\$44.22	\$51.83	1,672,350	0.5%	<0.1%	1.6%	6.9%	<0.1%	91.5%	3.09
2005	50,693	0.2%	85.2%	7.3%	7.5%	\$1,995	\$37.65	\$45.14	\$53.01	2,004,396	0.6%	<0.1%	1.3%	4.9%	<0.1%	93.8%	3.26

Newport/Toledo

2000	987	<0.1%	100.0%	-	-	\$35	\$35.41	-	-	2,890	<0.1%	-	-	100.0%	-	-	2.93
2001	561	<0.1%	100.0%	-	-	\$20	\$35.54	-	-	0	<0.1%	-	-	-	-	-	-
2002	700	<0.1%	100.0%	-	-	\$24	\$34.91	-	-	1,360	<0.1%	-	-	100.0%	-	-	1.94
2003	475	<0.1%	99.9%	-	-	\$17	\$35.55	-	-	0	<0.1%	-	-	-	-	-	-
2004	507	<0.1%	100.0%	0.0%	0.0%	\$18	\$35.83	-	-	0	<0.1%	-	-	-	-	-	-
2005	618	<0.1%	100.0%	0.0%	0.0%	\$21	\$34.58	-	-	0	<0.1%	-	-	-	-	-	-

Astoria/Warrenton

2000	4,034	<0.1%	99.5%	-	0.5%	\$146	\$36.05	-	\$40.17	15,433	<0.1%	-	-	100.0%	-	-	3.83
2001	3,949	<0.1%	99.8%	-	0.2%	\$142	\$35.95	-	\$35.90	12,891	<0.1%	-	-	100.0%	-	-	3.26
2002	3,877	<0.1%	99.4%	0.3%	0.3%	\$141	\$36.28	\$39.06	\$42.58	5,580	<0.1%	-	-	100.0%	-	-	1.44
2003	4,811	<0.1%	95.9%	2.2%	1.9%	\$166	\$34.10	\$38.29	\$46.95	0	<0.1%	-	-	-	-	-	-
2004	6,188	<0.1%	91.6%	3.8%	4.6%	\$231	\$36.24	\$45.89	\$53.43	51	<0.1%	100.0%	<0.1%	<0.1%	<0.1%	<0.1%	0.01
2005	5,024	<0.1%	96.0%	2.0%	2.0%	\$186	\$36.48	\$44.07	\$52.30	0	<0.1%	-	-	-	-	-	-

Portland/Columbia City/St. Helens

2000	1,101,666	4.6%	76.5%	15.9%	7.6%	\$38,989	\$33.90	\$37.82	\$45.26	19,245,826	7.4%	19.1%	3.3%	0.2%	19.0%	58.4%	4.70
2001	1,040,578	4.4%	75.6%	16.6%	7.8%	\$38,121	\$35.32	\$38.16	\$46.07	18,140,975	7.2%	19.8%	4.3%	0.3%	21.1%	54.5%	5.05
2002	974,997	4.0%	75.7%	16.2%	8.2%	\$35,952	\$35.55	\$38.31	\$46.26	17,459,379	6.6%	18.3%	4.5%	0.4%	25.3%	51.5%	5.09
2003	1,087,538	4.1%	76.0%	16.0%	8.0%	\$41,164	\$36.23	\$39.23	\$50.51	18,996,782	6.7%	19.4%	3.4%	0.2%	21.6%	55.4%	4.84
2004	1,123,393	3.8%	76.9%	15.3%	7.8%	\$43,402	\$36.97	\$40.29	\$51.79	20,360,025	6.5%	17.3%	4.6%	<0.1%	20.0%	58.0%	4.90
2005	934,140	3.0%	78.1%	14.1%	7.8%	\$37,582	\$38.54	\$42.03	\$53.80	18,733,926	5.6%	11.3%	5.2%	0.2%	21.4%	62.0%	4.38

Vancouver, WA

2000	320,856	1.3%	78.8%	14.5%	6.7%	\$11,025	\$33.11	\$36.03	\$45.37	4,561,945	1.8%	0.2%	8.4%	0.3%	12.9%	78.1%	1.81
2001	330,816	1.4%	79.4%	14.0%	6.6%	\$11,799	\$34.66	\$36.42	\$46.08	5,219,799	2.1%	0.2%	7.8%	0.2%	13.7%	78.2%	1.89
2002	284,315	1.2%	79.7%	13.8%	6.5%	\$10,161	\$34.77	\$36.45	\$46.18	4,861,091	1.8%	<0.1%	6.5%	0.4%	12.6%	80.5%	1.82
2003	265,948	1.0%	79.3%	14.3%	6.4%	\$9,623	\$35.04	\$36.43	\$49.90	3,991,008	1.4%	0.1%	7.2%	1.2%	11.8%	79.7%	1.82
2004	347,479	1.2%	78.5%	15.3%	6.2%	\$12,784	\$35.62	\$36.96	\$51.06	5,021,408	1.6%	<0.1%	6.8%	1.4%	10.8%	81.0%	1.71
2005	389,660	1.3%	77.2%	16.2%	6.6%	\$14,722	\$36.38	\$38.48	\$52.37	4,101,194	1.2%	<0.1%	9.3%	1.7%	11.8%	77.2%	1.55

Longview, WA/Kalama, WA/Rainier

2000	444,656	1.8%	83.0%	8.6%	8.4%	\$15,371	\$33.20	\$37.22	\$45.47	9,539,425	3.7%	<0.1%	9.3%	7.2%	-	83.5%	3.90
2001	382,314	1.6%	82.6%	8.8%	8.6%	\$13,539	\$33.99	\$37.59	\$46.87	8,949,031	3.5%	-	8.8%	6.6%	-	84.5%	4.02
2002	338,258	1.4%	82.2%	8.4%	9.4%	\$12,218	\$34.61	\$38.96	\$46.86	8,615,564	3.3%	-	9.6%	6.9%	-	83.5%	4.63
2003	351,909	1.3%	82.7%	8.0%	9.3%	\$13,099	\$35.33	\$40.66	\$51.09	9,895,474	3.5%	-	7.8%	6.6%	<0.1%	85.6%	4.52
2004	337,285	1.1%	82.2%	8.3%	9.5%	\$12,777	\$35.90	\$41.33	\$52.03	11,651,094	3.7%	<0.1%	7.4%	5.9%	<0.1%	86.6%	5.33
2005	374,548	1.2%	82.1%	8.6%	9.4%	\$14,490	\$36.71	\$41.81	\$53.17	12,011,399	3.6%	0.2%	6.5%	5.3%	<0.1%	87.9%	4.52

Pacific Northwest: Washington

Aberdeen/Raymond

2000	67,876	0.3%	89.7%	4.8%	5.6%	\$2,320	\$33.41	\$37.30	\$43.83	305,511	0.1%	1.8%	10.4%	87.8%	-	-	4.50
2001	65,930	0.3%	89.9%	4.1%	5.9%	\$2,287	\$33.96	\$38.61	\$42.96	329,782	0.1%	<0.1%	19.5%	80.4%	-	-	5.00
2002	76,766	0.3%	89.7%	5.7%	4.7%	\$2,677	\$34.13	\$38.57	\$44.67	388,889	0.1%	0.1%	23.0%	76.9%	-	-	5.07
2003	58,978	0.2%	88.3%	7.3%	4.4%	\$2,136	\$35.28	\$39.43	\$49.63	293,499	0.1%	<0.1%	8.2%	83.0%	-	8.7%	4.55
2004	62,320	0.2%	86.7%	9.1%	4.2%	\$2,338	\$36.46	\$41.00	\$51.60	535,813	0.2%	<0.1%	3.4%	34.7%	<0.1%	61.9%	3.45
2005	66,201	0.2%	86.3%	8.6%	5.1%	\$2,630	\$38.56	\$43.63	\$52.97	793,294	0.2%	<0.1%	2.5%	21.9%	<0.1%	75.6%	3.17

Port Hours, Wages, and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Contain-erized	Percent of Port Total				*Weighted Tons Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn				General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	

Pacific Northwest: Washington (continued)

Port Angeles/Port Townsend

2000	11,048	<0.1%	86.8%	6.1%	7.1%	\$397	\$34.75	\$41.46	\$45.31	211,406	<0.1%	-	-	9.8%	-	90.2%	2.22
2001	6,948	<0.1%	90.1%	4.9%	5.0%	\$257	\$36.15	\$42.96	\$46.46	165,138	<0.1%	-	-	3.2%	-	96.8%	1.22
2002	6,384	<0.1%	96.5%	0.9%	2.6%	\$234	\$36.41	\$42.76	\$44.74	35,960	<0.1%	-	-	27.4%	-	72.6%	1.62
2003	5,763	<0.1%	98.6%	0.7%	0.7%	\$212	\$36.73	\$42.99	\$49.74	18,435	<0.1%	-	-	18.0%	-	82.0%	0.63
2004	6,746	<0.1%	97.3%	1.3%	1.3%	\$257	\$37.77	\$46.01	\$53.80	33,554	<0.1%	<0.1%	<0.1%	3.8%	<0.1%	96.2%	0.29
2005	4,911	<0.1%	100.0%	0.0%	0.0%	\$190	\$38.68	-	-	0	<0.1%	-	-	-	-	-	-

Port Gamble

2000	899	<0.1%	99.9%	-	-	\$32	\$35.22	-	-	0	<0.1%	-	-	-	-	-	-
2001	832	<0.1%	100.0%	-	-	\$30	\$35.82	-	-	0	<0.1%	-	-	-	-	-	-
2002	908	<0.1%	100.0%	-	-	\$32	\$35.55	-	-	0	<0.1%	-	-	-	-	-	-
2003	832	<0.1%	100.0%	-	-	\$30	\$36.47	-	-	0	<0.1%	-	-	-	-	-	-
2004	848	<0.1%	100.0%	0.0%	0.0%	\$31	\$37.12	-	-	0	<0.1%	-	-	-	-	-	-
2005	832	<0.1%	100.0%	0.0%	0.0%	\$32	\$38.10	-	-	0	<0.1%	-	-	-	-	-	-

Olympia

2000	11,166	<0.1%	77.4%	2.9%	19.7%	\$392	\$33.48	\$41.64	\$40.53	39,798	<0.1%	0.6%	0.7%	64.2%	-	34.6%	2.36
2001	14,559	<0.1%	80.4%	3.1%	16.5%	\$493	\$32.04	\$39.95	\$41.65	43,412	<0.1%	-	-	100.0%	-	-	2.98
2002	15,846	<0.1%	73.7%	3.2%	23.1%	\$570	\$33.74	\$41.35	\$42.34	59,123	<0.1%	-	13.9%	86.1%	-	-	3.73
2003	35,662	0.1%	71.6%	9.9%	18.5%	\$1,270	\$32.95	\$35.42	\$46.08	143,158	<0.1%	-	45.0%	55.1%	-	-	4.01
2004	62,898	0.2%	72.7%	11.6%	15.7%	\$2,322	\$34.46	\$36.94	\$48.28	207,184	<0.1%	2.2%	55.4%	36.8%	<0.1%	5.6%	3.17
2005	38,604	0.1%	63.7%	19.2%	17.0%	\$1,476	\$35.72	\$36.76	\$49.32	100,839	<0.1%	15.3%	65.0%	17.2%	<0.1%	2.5%	2.60

Tacoma

2000	1,713,168	7.1%	70.2%	21.8%	8.0%	\$62,646	\$34.77	\$38.66	\$46.62	24,185,697	9.3%	63.4%	0.8%	1.5%	8.7%	25.7%	9.54
2001	1,582,053	6.7%	69.9%	22.3%	7.8%	\$58,983	\$35.66	\$38.88	\$47.19	23,061,669	9.1%	64.1%	0.9%	1.1%	10.2%	23.7%	9.95
2002	1,636,725	6.7%	68.8%	23.0%	8.3%	\$62,839	\$36.77	\$39.76	\$48.15	24,261,965	9.2%	69.0%	0.9%	1.0%	10.7%	18.4%	10.83
2003	1,919,194	7.2%	70.3%	21.5%	8.2%	\$76,483	\$38.07	\$40.75	\$52.76	27,593,684	9.7%	70.5%	0.8%	0.7%	8.4%	19.6%	10.61
2004	2,044,886	6.9%	71.3%	20.3%	8.4%	\$83,948	\$39.22	\$42.11	\$54.07	30,737,823	9.8%	66.3%	0.8%	0.5%	7.6%	24.7%	10.64
2005	2,689,203	8.6%	73.6%	18.8%	7.6%	\$111,903	\$39.77	\$43.16	\$55.62	34,005,335	10.1%	69.3%	0.8%	0.6%	5.9%	23.5%	9.29

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Contain-erized	Percent of Port Total				Weighted Tons Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn				General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	

Pacific Northwest: Washington (continued)

Bellingham																	
2000	28,623	0.1%	80.1%	9.0%	10.9%	\$1,090	\$35.84	\$45.27	\$48.57	644,538	0.2%	-	9.3%	-	-	90.7%	2.51
2001	11,972	<0.1%	86.0%	4.7%	9.3%	\$432	\$34.63	\$45.76	\$44.87	203,563	<0.1%	-	6.7%	-	-	93.3%	1.46
2002	3,927	<0.1%	93.7%	3.2%	3.0%	\$142	\$35.27	\$50.43	\$51.69	45,097	<0.1%	-	-	-	-	100.0%	0.23
2003	3,643	<0.1%	96.5%	1.2%	2.3%	\$126	\$34.33	\$39.84	\$45.77	1,240	<0.1%	-	100.0%	-	-	-	0.34
2004	2,501	<0.1%	98.9%	0.4%	0.7%	\$91	\$36.25	\$37.38	\$42.10	0	<0.1%	-	-	-	-	-	-
2005	2,179	<0.1%	99.6%	0.0%	0.4%	\$81	\$37.31	-	\$41.05	0	<0.1%	-	-	-	-	-	-

Area Summaries

SOUTHERN CALIFORNIA SUMMARY

2000	15,707,771	64.9%	66.1%	24.6%	9.4%	\$591,191	\$36.05	\$38.86	\$45.64	149,653,912	57.6%	77.8%	4.2%	0.2%	7.6%	10.3%	7.96
2001	15,581,396	66.4%	65.9%	24.9%	9.2%	\$600,738	\$37.05	\$39.65	\$46.40	150,156,927	59.3%	79.2%	3.9%	0.2%	7.0%	9.7%	8.16
2002	16,624,890	68.3%	66.2%	24.9%	8.9%	\$645,832	\$37.29	\$39.98	\$47.24	159,910,258	60.8%	80.0%	3.6%	0.2%	7.5%	8.8%	8.20
2003	18,132,136	68.4%	67.4%	23.8%	8.8%	\$726,093	\$38.32	\$40.76	\$51.33	171,907,016	60.6%	82.4%	3.1%	0.2%	6.9%	7.5%	8.24
2004	20,150,197	68.5%	69.0%	23.3%	7.7%	\$815,251	\$38.92	\$41.24	\$51.89	186,301,092	59.3%	82.8%	3.7%	0.2%	6.3%	7.1%	8.28
2005	20,717,620	66.6%	69.7%	22.9%	7.4%	\$860,156	\$40.03	\$42.30	\$53.02	196,631,531	58.7%	83.3%	2.9%	0.2%	6.3%	7.4%	8.47

NORTHERN CALIFORNIA SUMMARY

2000	3,051,681	12.6%	66.1%	25.5%	8.4%	\$109,911	\$34.15	\$37.77	\$45.41	27,414,837	10.6%	76.0%	4.8%	0.7%	4.6%	14.0%	7.41
2001	2,868,691	12.2%	65.9%	25.8%	8.3%	\$105,229	\$34.97	\$38.12	\$45.79	26,353,910	10.4%	74.1%	4.8%	0.7%	5.2%	15.3%	7.42
2002	2,726,496	11.2%	66.1%	25.6%	8.3%	\$102,243	\$35.87	\$38.66	\$46.89	26,905,925	10.2%	74.1%	3.6%	0.7%	5.4%	16.1%	7.86
2003	2,904,176	11.0%	68.0%	23.9%	8.0%	\$112,128	\$36.94	\$39.21	\$50.97	28,964,761	10.2%	75.5%	3.2%	0.8%	5.5%	15.0%	8.05
2004	3,197,022	10.9%	69.5%	22.5%	8.0%	\$125,256	\$37.50	\$39.84	\$51.93	33,159,118	10.6%	72.3%	3.3%	0.5%	8.7%	15.1%	8.24
2005	3,414,386	11.0%	70.6%	21.5%	7.9%	\$135,967	\$38.11	\$40.72	\$52.76	36,858,758	11.0%	72.6%	2.9%	0.4%	7.0%	17.2%	8.51

PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY

2000	1,933,275	8.0%	78.7%	13.7%	7.6%	\$67,803	\$33.65	\$37.51	\$45.38	35,579,078	13.7%	10.4%	5.4%	2.6%	11.9%	69.7%	4.00
2001	1,816,346	7.7%	78.1%	14.1%	7.7%	\$65,762	\$34.91	\$37.86	\$46.30	34,018,952	13.4%	10.6%	5.9%	2.4%	13.4%	67.9%	4.19
2002	1,657,455	6.8%	78.0%	13.9%	8.1%	\$60,596	\$35.25	\$38.18	\$46.46	32,833,528	12.5%	9.7%	5.9%	2.5%	15.3%	66.6%	4.36
2003	1,763,119	6.7%	78.2%	13.8%	8.0%	\$66,057	\$35.86	\$39.02	\$50.59	34,575,821	12.2%	10.7%	5.0%	2.5%	13.2%	68.7%	4.26
2004	1,871,976	6.4%	78.5%	13.7%	7.8%	\$71,384	\$36.70	\$40.51	\$51.86	38,704,928	12.3%	9.1%	5.6%	2.3%	11.9%	71.0%	4.31
2005	1,754,682	5.6%	79.0%	13.1%	7.9%	\$68,995	\$37.98	\$42.06	\$53.58	36,850,915	11.0%	5.8%	5.9%	2.3%	12.2%	73.9%	3.74

PACIFIC NORTHWEST: WASHINGTON SUMMARY

2000	3,512,008	14.5%	69.5%	22.5%	8.0%	\$130,551	\$35.43	\$39.13	\$46.78	47,055,447	18.1%	70.4%	1.1%	1.6%	6.0%	20.9%	9.98
2001	3,197,834	13.6%	69.2%	22.8%	7.9%	\$121,090	\$36.29	\$39.37	\$47.27	42,847,999	16.9%	69.4%	1.1%	1.4%	6.6%	21.6%	9.83
2002	3,314,826	13.6%	69.1%	22.9%	8.1%	\$128,710	\$37.25	\$40.23	\$48.40	43,470,901	16.5%	75.7%	1.1%	1.5%	6.2%	15.6%	10.44
2003	3,692,353	13.9%	70.5%	21.6%	7.9%	\$147,108	\$38.08	\$40.86	\$52.81	48,290,201	17.0%	73.7%	0.9%	1.1%	5.0%	19.3%	10.06
2004	4,217,790	14.3%	71.3%	20.7%	8.0%	\$171,105	\$38.65	\$41.91	\$54.16	55,827,713	17.8%	71.3%	1.1%	0.8%	4.3%	22.5%	10.03
2005	5,227,086	16.8%	72.4%	20.1%	7.5%	\$214,609	\$39.08	\$42.80	\$55.51	64,860,545	19.3%	72.9%	0.9%	0.6%	3.3%	22.3%	9.54

COAST SUMMARY

2000	24,204,735	100.0%	67.6%	23.5%	8.9%	\$899,457	\$35.50	\$38.69	\$45.75	259,703,274	100.0%	67.0%	3.8%	0.8%	7.6%	20.7%	7.87
2001	23,464,267	100.0%	67.3%	23.9%	8.8%	\$892,819	\$36.50	\$39.33	\$46.43	253,377,788	100.0%	67.8%	3.8%	0.7%	7.6%	20.1%	7.99
2002	24,323,665	100.0%	67.4%	24.0%	8.7%	\$937,380	\$36.97	\$39.78	\$47.30	263,120,612	100.0%	69.9%	3.5%	0.7%	8.0%	17.9%	8.20
2003	26,491,784	100.0%	68.6%	22.9%	8.5%	\$1,051,386	\$37.95	\$40.53	\$51.44	283,737,799	100.0%	71.4%	3.0%	0.7%	7.2%	17.7%	8.21
2004	29,436,985	100.0%	70.0%	22.2%	7.8%	\$1,182,997	\$38.55	\$41.12	\$52.22	313,992,851	100.0%	70.5%	3.4%	0.6%	6.9%	18.6%	8.27
2005	31,113,775	100.0%	70.8%	21.7%	7.5%	\$1,279,727	\$39.51	\$42.17	\$53.43	335,201,749	100.0%	71.6%	2.8%	0.5%	6.4%	18.6%	8.39



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Pacific Northwest - Seattle

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